

15 FEBRUARY 1973 15p

FORMULA 5000 IN DETAIL - RALLY RECORD - TASMAN

AUTOSPORT

Brazil: Peterson claims pole but Emerson wins





1st European Saloon Car Championship 1971



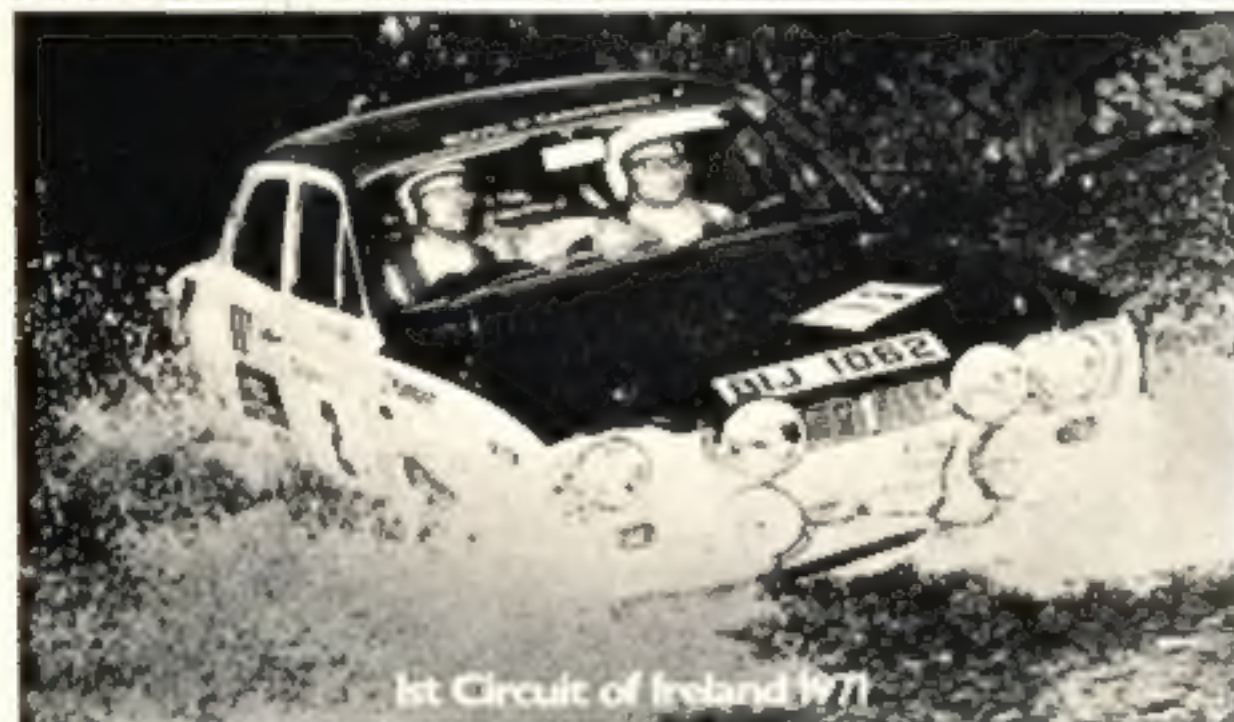
1st R.A.C. Rally 1972



1st Uni-Royal R.A.C. Rally Championship 1971



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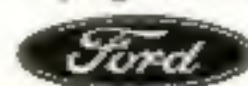
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BRITAIN'S MOTOR SPORTING WEEKLY

February 15, 1973 Volume 50, Number 7

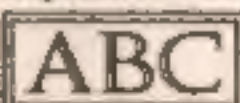
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Museum piece. The exhibits at Tom Wheatcroft's Donnington museum, including this 4wd Cisitalia-Porsche T360, are busily being prepared prior to the exhibition's opening next month.



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AUTOSPORT, FEBRUARY 15, 1973

EDITORIAL

Words are cheap

The colour of the telephone in AUTOSPORT's editorial office is black. However, last Thursday and Friday, following publication of Ian Titchmarsh's comprehensive and contentious account of the 1972 club racing scene, that telephone took on a red hue. The list of callers who damned and defiled various comments made by the author seemed endless. Perhaps it was inevitable. The impression seems to have grown that those who spend a good deal of money and energy in a given direction are beyond this form of detached comment. It is an erroneous point of view.

Having been verbally assaulted over the telephone, we were prepared for a heavy Correspondence column. After all, that's what that section of the magazine is for—a free chance for anyone to criticise, praise or concur with any aspect of the sport (laws of the land permitting). The result? Nothing! No letter, no postcard, not even a one-syllable expletive by way of written comment. According to the telephone calls several people, organisations and classes had been badly wronged; according to the postbag everything in the motor racing paddock was rosy. We can only wonder at the seeming anomaly.

It was obvious that the complainants—apart from one who elected to pay for his reply by means of an advertisement—simply couldn't be bothered to reply officially. It is perhaps typical of an attitude that pervades the whole sport, an aspect also highlighted in this week's Correspondence by a gentleman describing himself as I. M. A. Nobody of Neasden. Mr Nobody, tongue planted firmly in cheek, is a critic of the armchair critics.

If you have any comment to make about any aspect of the sport, do tell the readers of AUTOSPORT, not the staff men (who have well-established biases anyway!)

Better prospects

At this time last year we found ourselves disagreeing with Michael Kettlewell about the prospects for Formula 5000. This year it is rather different, and we find more to agree with in his comments about the current state of the formula (starting page 30). With so many manufacturers and top drivers participating in Europe and the US, Formula 5000 has emerged as a formula within its own right. It's still not really a formula dominated by the eager young men anxious to climb into Formula 1 cars, as Formula 2 is. It is a formula for the highly experienced drivers who have a great deal of success already and wish to opt out of the Formula 1 rat-race.

our cover picture

Ronnie Peterson claimed pole position in only his second race with the JPS at Interlagos last week and was dicing hard with Jackie Stewart for second place when a wheel broke and put him out of the race. Pete Lyons' report starts on page 8.

Photo: Phipps Photographic

Pit and Paddock

Martini sign Chris Amon

It came as no surprise when Martini announced this week that Chris Amon would definitely be driving for Martini Racing this season. The New Zealander is due to sign the contract with Martini this week.

Martini Racing, David Yorke's team, have decided for certain to use the Gordon Fowell-designed, John Thompson-built Tecno which is currently nearing completion in Northampton. Amon and Yorke both went to the Tecno factory at Bologna last week to talk to the Pederzani brothers. Amon was very keen on the set-up and was impressed with the enthusiasm of the factory. The Alan McCall chassis is complete but as Amon is essentially contracted to Martini and not Tecno it will not be used by the Martini team.

Amon has also visited the Northampton factory where the Fowell design is taking shape and was impressed with the look of the car.

There is no chance of the car being ready in time for the South African GP although it should be testing by then. Amon has decided not to look for a replacement for his March F2 drive as he wants to concentrate on getting the Tecno sorted out. The



Chris Amon — Tecno drive.

first GP appearance is scheduled for Barcelona in April although Amon would very much like to compete in one of the British non-championship events but it will not be the Race of Champions.

Martini Racing will be the sixth GP team that Amon has driven for in his nine years of F1 racing, the others being Parnell, McLaren, Ferrari, March and Matra, and his determination to score that elusive GP win could give the Tecno set-up the shot in the arm which it sadly lacked last year.

● The final round of the L&M F5000 championship has now been set for Pocono International Raceway on September 3. Like the other eight rounds it will feature two heats and a 100 mile final.

● Rumour has it that as well as driving his own Shadow F1 car Graham Hill will also try his hand at F5000 in America with the Roy Woods team.

● Ulf Svensson, the popular Swedish F3 driver has bought a new Brabham BT41 for his 20th season of racing.

● Firestone's racing department at Langley, near Slough, will be closed for the sales of tyres for a couple of weeks from 4 pm on Tuesday, February 27. The closure is due to an audit prior to the department installing a computer.

● In the 1972-73 Autocourse the report of the British Grand Prix states that Tony Trimmer tested a F1 JPS-Ford prior to the race. Tony wishes it to be known he never even sat in an F1 JPS last year although he was contracted to run in three events.

New G5 Ferrari tests

Brian Redman was at Paul Ricard last week testing the latest Ferrari sports car. While his team mates, Jacky Ickx, Carlos Pace and Arturo Merzario, were busy with F1 in Brazil, Redman had the circuit to himself and went extremely quickly. His best time on the long circuit, 3.61 miles, was 1 m 54.6 s which is .3 s quicker than the official lap record held by Jackie Stewart (Tyrrell). It is a shade slower than the best time recorded a few weeks ago by the Matra sports car team. The unofficial outright record stands to Stewart at 1 m 52.7 s.

The testing of the new 312PB was carried out under the eye of chief engineer Caliri. There was some trouble with the cooling system on the first day which necessitated an engine change but otherwise the car ran faultlessly. The changes on the new car are minimal; the front suspension has been altered slightly to give better traction on fast corners while the bodywork has also been revised.

After missing Daytona because of a disagreement with the organisers over money Ferrari will be out to continue their 1972 success at Vallelunga on April 15.

No timekeepers at club meetings?

Following the BRSCC's experiment at the Snetterton Formula Ford Festival last year of dispensing with timekeepers, the club are to repeat the experiment at their closed clubmen's meetings at Brands this year. The BRSCC reckon they save around £250 by dispensing with timekeepers and this money is redirected in competitors' prize money, etc. Grid positions for these races will be by selection on past known performances and on current championship standings. The BRSCC expect some of their centres, and maybe, other clubs, to repeat this method of saving money at club meetings, later on.

A new system to avoid start line shunts is to be adopted this year. It is proposed that there will be a delayed start board to push stranded cars off the grid. If there is not enough time, a marshal with a yellow flag will stand by the troublesome car

holding the flag high above the driver's head. A second marshal with another yellow flag will then walk quickly through the grid making sure everyone has noticed the car. The starter has the option to "lengthen" this final minute before the drop of the flag.

The BRSCC have found it impossible to produce their book of regulations for 1973, owing to the continually changing calendar. It is expected that a number of meetings in the latter half of the season will either have a changed programme or changed dates, and by not committing themselves to the whole season, Peter Browning of the BRSCC and MCD's John Webb will have more leeway to change future races mid-season, depending on how the races progress in the early part of the year. Instead of their book of regulations, the BRSCC will be forwarding their competition members regulations for all meetings up until Whitsun together with a wall chart.

Keeping the crowds cool in Brazil: a fire engine sprays water over the masses (left). The masses trying to congratulate Emerson after his win.



Dave Walker breaks leg



Dave Walker — out for a month.

GRD works Formula 2 driver Dave Walker's plans suffered a major setback last week when he was involved in an accident and broke his right leg. The accident happened last Wednesday night in London. After being admitted to the Middlesex Hospital Walker discharged himself and went to the Norwich and Norfolk General Hospital. His leg was found to be broken in three places. He had an operation on Monday when the leg was pinned. The tough Australian reckons to be out of hospital in 10 days to a fortnight and hopes to be fit enough to drive within a month.

Although Walker was not going to the opening F2 race at Mallory Park anyway he was due to go testing at Estoril during the first week of March to get the GRD 273 ready for the opening championship race at Hockenheim on April 8. He will almost certainly be fit for this but the GRD test programme will probably suffer. Australian GRD F3 man, Alan Jones, who was also involved in the accident but escaped with bruising, will probably test the car in Walker's stead.

Sebring re-opens

The airfield circuit at Sebring in America, which until this year always played host to the second round of the world manufacturers championship, is not being closed down altogether. Although the sports car race has been moved elsewhere the circuit has been taken over by new management who will run a GT race over the traditional 12 hours on March 24. The man behind the circuit's new lease of life is John Greenwood, driver and owner of the BF Goodrich Chevrolets.

The only problem that the race will have is that the circuit has a new sanctioning body and a row is looming over whether drivers from rival bodies, USAC, SCCA, NASCAR, etc, will be allowed to compete.

Shadow tests

The UOP Shadow team were at Paul Ricard testing last week with Jack Oliver's car. George Follmer was on hand but his car was not ready which apparently he did not take too kindly to. The initial times were not very encouraging: Oliver did a 1 m 24 s on the short circuit where the record stands at 1 m 14.4 s and where Clay Regazzoni did 1 m 11.6 s. However Don Nichols said that there was no significance attached to the times as it was the first real test session.

As on its first outing at Silverstone the car suffered from overheating despite the removal of much of the bodywork.

Follmer's car is due for completion this week and both cars will go to South Africa. Graham Hill's car will be ready in about a month and should be seen at the Race of Champions. All the first three cars will be identical while the fourth, which will appear in mid-season, will be a new model.

● Australian saloon car driver Allan Moffatt, who recently defeated Frank Gardner in the wet at Warwick Farm, will be arriving in this country later this month, with the prospect of competing in saloon car racing, UK style.

Tasman win for Steve Thompson

Steve Thompson scored his first Tasman victory at Warwick Farm, Sydney last Sunday. Thompson, driving the Servis sponsored, ex-Redman Chevron B24, dominated the whole meeting, which was run in wet and damp conditions.

Practice was very wet and Thompson, whose last F5000 victory, was at a very wet Mallory meeting, was easily quickest. On race day it was not actually raining but the circuit was still damp. Thompson made the best start and was never troubled again throughout the race.

Frank Matich continued his recent run of good results and held second place throughout in his Matich-Repco A50 although he was 1 m 20 s behind the domineering Thompson at the end.

Third place featured a race-long dice between championship leader Graham McRae and rapid newcomer John Walker (Matich-Repco). Walker headed the McRae for the majority of the race relinquishing his third place only on the last lap. Max Stewart's Lola T330 was fifth and the only remaining unlapped



Steve Thompson — easy win.

runner.

John McCormack and Sam Posey took sixth and seventh places respectively.

The championship positions, with two rounds left, now read: 1, McRae, 31 points; 2, Matich, 24; 3, Thompson, 18; 4, Alan Rollinson, 15; 5, McCormack, 14; 6, Stewart, 11.

Esso back F2 Thruxton

Confirmation that Esso are to sponsor the Easter Monday Formula 2 meeting at Thruxton was given last week when the BARC introduced their new secretary, Sidney Offord, to the trade and press.

Said Offord, "Quite frankly, without this sponsorship we would not be able to put on the meeting." It now looks as though this and the Radio Luxembourg-sponsored Mallory meeting on March 11 will be the only opportunities British enthusiasts will have of watching F2 this year.

Plans for a second F2 race at Thruxton (on May 28) appear to have fallen through due to lack of sponsorship. A move had been afoot to hold a European 2-litre sports car event in its place, but the CSI, no doubt under pressure from the organisers of the Nürburgring 1000 km that weekend, would not sanction it. The other possibility would seem to be an InterSerie event, but nothing definite has been

arranged.

Supporting the Easter Monday Thruxton meeting are rounds in the Volkswagenwerk Gold Cup and RAC Touring Car Championships. To conclude the day's activities the BARC are to organise a unique event, the Vauxhall Firenze Selling Plate.

A field of completely standard Firenzans will be provided by various dealers for some of the day's competitors to race. Both during and after the event, the cars will be sold to members of the public, either by auction or by private treaty.

At the same press reception, held at London's Martini Terrace, the BARC confirmed details of their other championships—Formula 3 and special saloons (with sponsorship by Forward Trust), Group 1 production cars (Britax), sports GT cars (Castrol/Motoring News), modified sports cars (Blue Circle) and Formula Ford, which is without a sponsor.

Vic Elford's new plans

Following his split with Filipinetti just before Christmas Vic Elford has been busy laying his plans to be a racing car agent in France. He has joined forces with sports car driver Claude Szeitlik and formed CFVC (construction française de véhicules de compétition). This covers Elford's business as the European agent for March (except Italy) and Hewland gearboxes, Goodyear racing tyres and GRAC cars. The business will be operated from Szeitlik's garage near Rouen.

The organisation will look after all March customers in the European 2-litre championship and the European hillclimb series. Elford hopes to expand the service to include sports car series in South Africa and South America while it will also look after GRAC customers in the recently announced French Challenge Simca 2-litre championship. There will be a Vic Elford Trophy in this series for GRAC drivers to compete for.

● Low Cost Racing, the sponsors of the Formula 4 Championship, are far from despondent at the state of the formula. "We're so happy with the way things went last year that we'll be sponsoring the championship again this year," said LCR director Glenn Hyatt after reading Ian Titchmarsh's comments in last week's club racing survey.

● 1967 L&M Continental Champion Gus Hutchinson has bought a new F5000 March 73A to campaign in this year's series. He has also bought up all the stock of Corsair Racing, the team that ran Clive Baker before going bust last year, and has a Surtees TS11 and a TS8. Hutchinson will have the TS11 as a back up car while the TS8 will be used by FB expert Syd Demovsky. The cars will be entered under HRE Racing Engines, owned by Hutchinson, who will naturally enough provide the engines.

● Hakan Dalqvist, who after finishing runner up in the 1971 Johnsons Wax FF Eurotrophy, turned to F3 last year with the ex-Jody Scheckter Merlyn, will be driving the works car from the Colchester firm this season.

The young Swede put in some very promising drives last year although he was rarely seen in England. He has now moved here permanently and will probably do most of the F3 races. The Mk 21 monocoque car is being replaced with a new spaceframe chassis.

F5000 McLaren for Derek Bell

Derek Bell will be contending the American L&M Formula 5000 Championship in Lothar Motschenbacher's converted McLaren M19. Motschenbacher, who is recovering well from burns received when his workshop caught fire late last year, has built up a new engine shop and instead of driving, he will be concentrating on running the Formula 5000 project. The McLaren M19 is being converted to Formula 5000 specification at McLaren's factory at Colnbrook, before the car is posted to America for testing. Bell drove Sid Taylor's McLaren M10B in certain L&M rounds last year, his best result being a third at Elkhart Lake.

Add Derek Bell to the list of previously announced L&M participants, Reine Wisell, Brian Redman, Jody Scheckter, Peter Gethin, David Hobbs, Graham McRae and Brett Lunger, and



Derek Bell — F5000 M19.

this year's L&M series promises to be a real cracker. First round is at Riverside on April 29.

No change for F2 championship

The efforts of the Formula 2 Association and others to revise this year's championship from the ludicrous 12 basic and 10 complimentary race basis to just 12 events seem in vain.

The next meeting of the FIA to discuss the championship is not until the third week of March, which means that the Mallory Park complimentary race will already have taken place and Imola will be just a week away, which means that it will be too late to make any changes.

In fact the FIA will discuss at this meeting the form of the championship for 1974. It is almost certain that it will be changed but it is hoped that the FIA will make their plans known early so that the interested parties can discuss them and make recommendations.

Strong entry for Mallory F2 race

Can Dave Morgan repeat his surprise 1972 Mallory Park Formula 2 win at the Radio Luxembourg Trophy meeting at Mallory on Sunday, March 11? Morgan will be driving a new Chevron, but there is a strong array of contenders trying to claim the title of winning the first Formula 2 Championship race of the year.

Biggest surprise comes in the March camp. In addition to their usual team driver Jean-Pierre Jarier, Swiss Marlboro BRM driver Clay Regazzoni will be making a welcome return to Formula 2 racing. What a prospect—Regazzoni v the rest around the narrow confines of Mallory.

But there is more at stake than just a driver's victory. Can the potent BMW-engined Marches break Ford's strong hold on Formula 2? In addition to the works cars, March privateers will include the Brambilla brothers, Colin Vandervell, Bill Gubelmann and Vern Schuppan.

More Chevrons are expected to appear for Peter Gethin and Gerry Birrell, and works Lola sports car driver Reine Wisell will be partnered by Sten Gunnarsson in the new Swedish GRD team. Another GRD favour-



Clay Regazzoni — Mallory star?

its will be local hero Roger Williamson, under the Wheatcroft banner. Three Surtees are expected to appear for Andrea da Adamich in his works Fina car, James Hunt and Canadian Dave McConnell. Other early entries for this two 50-lap part race, are John Wingfield's latest Brabham BT40 and Richard Scott's new car.

In addition to the Radio Luxembourg Formula 2 Trophy race are a 20-lap Yellow Pages Formula Atlantic round, a 15-lap BOC Formula Ford round, two 12-lap Forward Trust special saloon races and two 12-lap Castrol production saloon car races. Certainly a full day's programme, starting at 12.15 pm.

Make a date: Sunday, March 11 is the big Luxembourg Formula 2 meeting with practice the previous day. Admission details are available from Mallory Park, Kirkby Mallory, Leicester LE9 7QE.

F1 privateers money trouble

The non-championship F1 races at Brands Hatch and Silverstone are already causing some controversy over entries. For the first time in recent years both the Race of Champions and the GKN-Daily Express meetings look like attracting top class F1 entries. MCD have contracted with 15 drivers and arranged the start money and all details. However there are a number of other teams wishing to go to make their F1 debuts who are having trouble getting entries. Because John Webb's budget has been exhausted on the 15 established people, drivers like James Hunt, Roger Williamson and Rikki von Opel are being allowed to start but are not being offered any money. The contracted 15 have guaranteed starts and start money and there is no start money left for the others even if they qualify higher than any of the contracted drivers.

However the situation for the Race of Champions looks better than that at the Daily Express meeting. The BRDC apparently are not even going to allow drivers to practice whom they cannot pay starting money to. However the drivers who cannot get money at Brands might be luckier as Silverstone clashes with the Hockenheim F2 race and so there will be fewer people going for the available entries.

MCD, however, have stated that should any of the 15 contracted drivers drop out then they will spend the money on either one extra car or split the available money so that two or more drivers can receive some money.

Camel-Hexagon FF team

A major commercial sponsor stepped into Formula Ford last week when Camel Filters cigarettes in conjunction with Hexagon of Highgate, the performance car group, announced a two-car team of Hawke DL 10s powered by Rowland engines, to contest all rounds of the BOC Golden Helmet Formula Ford championship. The cars will be known as Camel-Hexagons and will be driven by John Parsons and Syd Fox. The Camel-Hexagon consists of a three-car team, but the third car is principally to be used as a back-up car and for promotional purposes.

Fox will also be involved in Formula Atlantic this year with the second Huron Atlantic chassis SSA02, powered by either the Alan Smith engine with which the car is currently testing, or an engine prepared by Denis Rowland. The car will be entered by Fox's 1972 entrant R. A. McIntyre.

John Parsons last year campaigned a Barney built by Mike

Barney, and it is possible that the design will be built by David Lazenby at Hawke's at a later date. Lazenby will be looking after the Camel-Hexagons at his Hertfordshire base. Already orders have been taken for 28 DL 10s.

Hexagon's participation in motor racing has been increasing considerably in the past year, with a varied selection of cars from Mike Hipperson's Mini to John Watson in the F1 Eifeland March, as well as Nick Faure and Gerry Marshall in Historic cars. Nick Faure will continue to drive the Lister-Jaguar in Historic races in Camel-Hexagon colours, but Hipperson's Mini programme is taking up too much of his time and will not be seen this year. Hexagon, who announced the FF team at their new showrooms in St George Street off Regent Street, London, are currently overhauling a V12 250F Maserati, which they hope will be demonstrated at major meetings this year by a name driver.

Williams back with Eden

Although it was originally announced that Cyd Williams would be driving a new Surtees TS15 in a team with Peter Wardle this year and that Bev Bond would replace him in the Graham Eden Atlantic team the situation has changed recently.

Because of a lack of sponsorship Wardle could only afford one TS15, which he will use himself in Atlantic. Meanwhile Bond has left the Eden set-up and

northerner Ken Bailey has joined. Bailey has bought Williams' March 722 which will continue to be run under the Eden banner while Williams returns to the team to drive a new Brabham BT40.

As well as contesting the BP and Yellow Pages Formula Atlantic Championships Williams is expected to enter the F2 race at Mallory Park, although using a 1600 cc engine.

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PAGE TOURS

With the Grand Prix season now under way, it's time to make plans to see the early European races. What a race the opening round in Argentina proved to be.

Autosport said:

"If even a few of the next Grands Prix are like this one, it will be a vintage year."

Motoring News said:

"On the showing in Argentina on Sunday the 1973 Grand Prix season could be the best for many years." Don't delay, book your seats now and ensure that you are part of the action.

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For those whose time is limited we have one-day flights on Sunday, April 29. Departure is from Luton by Britannia aircraft at 07.00. Arrival in Barcelona is at 09.40. The whole day is free to visit the Grand Prix and to see something of Barcelona afterwards. Return arrival at Luton is 02.00 (Monday). The price of £27 includes circuit admission.

MONACO G.P. — JUNE 3 — £26

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AS2

Excellent prospects for JCB Championship

Every round of the 1973 JCB Championship for Historic Cars takes place at an International meeting. This is the third year that Bill Allen's Speed Merchants organisation, the organisers of the championship, have engaged the support of the J.C. Bamford family earth-moving empire for their Historic series and within those three years, the championship has grown considerably, in importance and popularity.

Highlight of this year's JCB International series comes when the third round in the championship supports the British Grand Prix at Silverstone on July 14. Other Silverstone Internationals at which JCB rounds are included are the Daily Express/GKN Trophy on April 8, the Martini InterSerie on May 20 and the Tourist Trophy on September 23. The remaining two rounds in this six race series are the Thruxton European GT round on August 5 and the Rothmans Gold Cup meeting at Oulton Park on September 8 or 9. The only major change in the concept of this year's championship is that instead of having classes for sports racing cars up to and over 2 litres, plus a class

for single seaters, this year the classes are (a) all cars (sports racing and single seaters) over 3 litres, (b) all cars over 2 litres and up to 3 litres, and (c) all cars up to 2 litres.

The championship is by invitation only and Speed Merchants hope to announce details of the entries and cars in this year's championship in a few weeks. But as mentioned in last week's Pit and Paddock, a large collection of exciting machinery (particularly a large number of Maserati 250Fs) is being gathered. Neil Corner has acquired the fabulous Mercedes-Benz W125 that Colin Crabbe raced during the past two seasons, and quite a lot of other machinery has changed hands during the winter.

Following the success of last year's venture, the BRDC are awarding the famous British Empire Trophy to the driver who scores the highest number of points in the four JCB rounds at Silverstone. Points will be awarded at one additional meeting, the Easter Monday Championship races at Silverstone, in order to give the Empire Trophy five scoring rounds.

BRIEFLY

● Out this week is the long-awaited edition of the 1973 FIA Year Book (Patrick Stephens Ltd, £2.20). Some measure of the book's popularity and importance can be gauged from the fact that, despite ever increased print orders, it is usually out-of-print within a few weeks of publication.

For those not familiar with the book—now in its fifth year—it contains the complete International calendar, organisers' addresses, FIA championship regulations, circuit and hillclimb maps and details, lists and pictures of homologated cars, a useful directory of contacts and racing companies, and lots, lots more. Each of the seven sections, including a new one on safety

criteria for race tracks, is printed on a different coloured paper for easy reference.

● Because of delivery problems it is possible that Sid Taylor may purchase a Trojan for Jody Scheckter to drive in the L&M Formula 5000 Championship series. Trojans are currently quoting a three- to four-week delivery for their new car, which Ron Tauranac is to develop, while Chevron cannot meet such a deadline.

● Apologies to all readers who had looked forward to the full report of Alan Rollinson's win in the Invercargill Tasman race on January 28. Somehow, the complete package managed to get lost between New Zealand and London.

Tony Dean's two car F5000 team

Tony Dean and American Bob Brown are to run a pair of Chevron B24s in the Rothmans European Formula 5000 Championship. Provisional name for the venture is the Anglo-American Racing Team and team manager is former Chevron and DART man David Wilson. The Chevrons are being finished at Bolton by Dean's mechanics, while four fuel-injected Morand Chevy engines are due to be delivered this week. Testing will commence early in March.

Forty-year-old Dean has previously raced converted F1 McLarens in Formula 5000, an M7A in 1971 and an M14A in 1972. Brown, aged 32, has raced in CanAm, Formula B and Formula 5000 in the States and has previously teamed-up with Dean in CanAm and long-distance racing.

Depending on their fortunes, it is possible that Dean and Brown will take their Chevrons to America for the three rich \$75,000 races in Mid-Ohio on June 3, Watkins Glen on June 17 and Road America on July 29. Incidentally, reports that Dean will race the ex-Elfeland March 721 for Chuck Jones in the US L&M series are premature. Tony has offered to drive the car, currently being converted to take a Chevrolet engine, in the first few rounds if Jones is unable to find a driver.

Tony Dean recently sold his ex-John Watson Brabham-FVC BT30/36 to Philip Guerola and the F5000 McLaren-Chevrolet M14A to Yorkshireman Willie Brown.

● 1972 European Super Vee champion Manfred Schurtl won the Super Vee race at Daytona last Sunday, driving a Royale. Bertil Roos, from Sweden, was second in a Tui with Helmut Koinigg's Kaimann third. The first 13 cars were all of European construction and 11 of the first 18 were British.

Lotus F2 team manager

Team Lotus announced last week that Jim Endruweit would be the team manager of the Texaco sponsored F2 Team this year.

Endruweit has been with Team Lotus since 1958. He was chief mechanic with the Formula 1 team from 1962 to 83 and led the Indy team during its success-



Jim Endruweit.

ful years in the early 60s.

After a spell with Group Lotus he has returned to manage the new F2 team with drivers Emerson Fittipaldi and Ronnie Peterson. Ian Campbell, who has been in charge of the F3 cars, will be chief mechanic.

So far the Lotus/Jensen-Healey engine is the only completed part of the new car and this has been fitted into one of last year's F3 chassis so that some Novamotor developed engine could get some racing miles. Rather ironically Dave Walker was asked if he would do the driving of the new car, but surprise, surprise, GRD's Mike Warner said no. Tony Trimmer has been entrusted with the car while the F1 men are in South America.

INTERNATIONAL DIARY

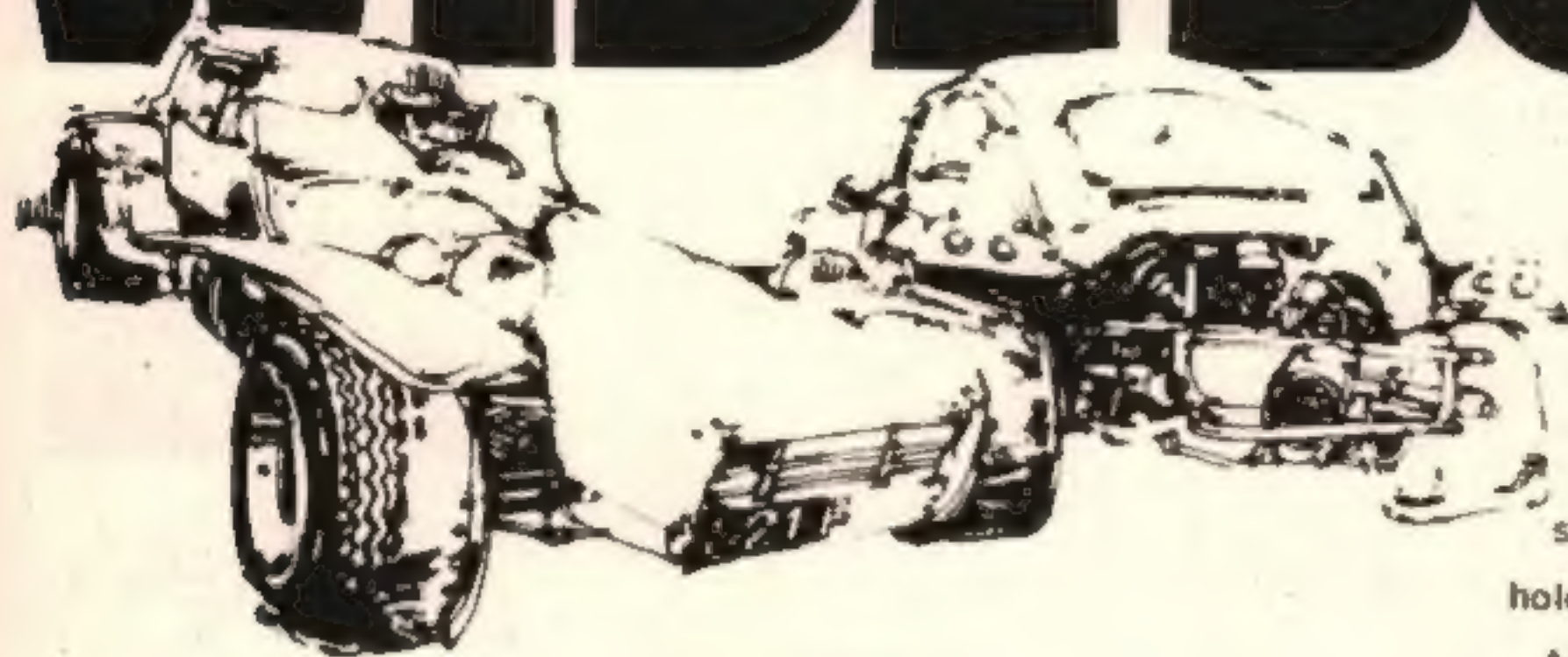
February 15/16
Swedish Rally, Sweden.
February 16
Florida Citrus 250, USA (NASCAR).
February 18
Daytona 500, USA (NASCAR).
Saddan Park, Australia (Tasman, round 6).
February 25
Adelaide, Australia (Tasman, round 7).

CATCHPOLE

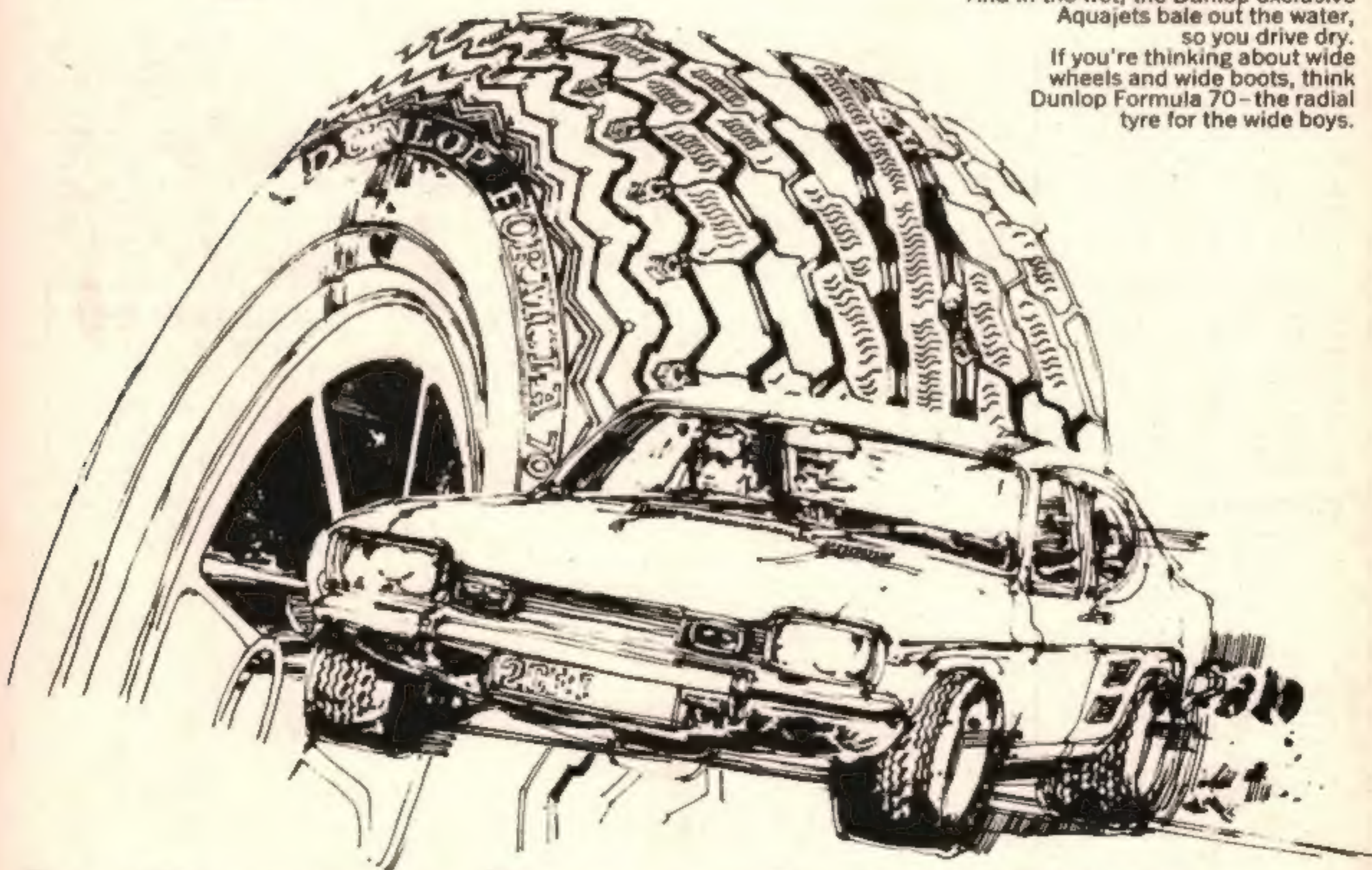
By Barry Foley



FOR THE WIDE BOYS



Wider still and wider—that's the trend in tyres. Dunlop Formula 70 tops the trend—a man-sized radial tyre that makes your car look hotter, perform even better! Because Dunlop Formula 70 is not just a pretty face. When you turn-on the power, it turns-on the performance. Its meaty, fat, super-low profile hugs the road with a flatter grip. You get tighter road-holding and quicker stopping because there's more rubber on the road. And in the wet, the Dunlop exclusive Aquajets bale out the water, so you drive dry. If you're thinking about wide wheels and wide boots, think Dunlop Formula 70—the radial tyre for the wide boys.



 **Dunlop Formula 70 SP Sport**

Emerson does it again —on home ground

By PETE LYONS

Pictures by PHIPPS PHOTOGRAPHIC

Race Data by ALAN PHILLIPS



John Player Team Lotus staged another World Championship performance last Sunday before Emerson Fittipaldi's home town crowd at Interlagos. It was not quite as crushing a demonstration as could be staged, for although the speeds of the two John Player Specials in practice demoralised the opposition, early in the race one of Ronnie Peterson's rear wheels broke while he was dicing with Jackie Stewart's Elf-Tyrrell. Stewart put up a strenuous pursuit of Fittipaldi, finishing 13½ s behind at the end although his Tyrrell's handling was greatly inferior to that of the JPS.

Another excellent drive was Denny Hulme's, for although his gearbox packed up and left him only fifth gear for the second half of the race, he set joint fastest lap with Fittipaldi and kept his Yardley McLaren on the same lap for third place. Fourth, a lap down, was Arturo Merzario (Ferrari) and next was Jacky Ickx, whose front row start and early third place deteriorated due to a tyre cut by a bottle thrown on to the circuit. Sixth was Marlboro BRM leader Clay Regazzoni, who also had tyre problems, while just out of the points, and scoring the first half of a 100 per cent Frank Williams finish, was Howden Ganley (also Marlboro). One of the finest performances in this hot race on a difficult circuit was Carlos Pace's. He jumped his Brooke Bond Surtees from the third row to second place on the first lap and continued among the front runners until the rear suspension deranged itself.

The enervating weather, combined with the runaway Fittipaldi performance, meant one of the less memorable Grands Prix, but on balance the Brazilian round is going to be a welcome addition to the schedule.

Brazil is a tremendously vital place, full of a youthful zest and a grand sense of its own developing future. Motor racing has a very wide following from the level of karting on up, and the inclusion of three Brazilians on the short roster of Formula 1 regular drivers is no fluke. They have a deep background of participation and popular interest behind them, and of course the fact of having their very own World Champion now worked the entire Brazilian nation of 100 million people into a pitch of enthusiasm such that their first World Championship Grand Prix seemed almost a religious rite. "Emerson" was a name heard constantly in conversations everywhere, and JPS emblems were seen everywhere on clothing, on vehicles and in shop windows—even though Players do not market in South America.

That all this interest is not a fleeting fancy is shown by the age of the Interlagos circuit. The first race was in May of 1940. On the outskirts of the industrial capital, Sao Paulo, it is easily reached by any of the 6 million population who want to go. Surrounded nowadays on all sides by industrial and residential development—there are private homes literally adjoining the circuit but one cannot imagine the residents ever complaining about the noise!—the track somehow retains a rustic air. This is because the designer, by bold strokes of the bulldozer, somehow spread a lap distance of 7.960 km into an area that one normally associates with a circuit of perhaps 4 km.

With one or two exceptions the public is not allowed into the rather narrow areas between loops of the track, so there is little to be seen along the verges but stubby trees and the occasional trekking photographer. However, Interlagos must be one of the very best spectator circuits in the world, for it is built into the sides of a natural, hilly amphitheatre and from most areas on the "rim" all but a few metres of the lap are in plain view.

The ageing surface is frankly bumpy, bumpy to the point of causing concern about chassis life, but with that one reservation everyone seemed to like the track very much. Jacky Ickx, his eyes alight, called it "a real Grand Prix circuit." Several of the key corners, ones preceding important straights, are very fast (the first two on the lap, treated as one single arc, are 9000 in fifth business) and made extra tricky by odd changes of camber and slope. While many of the slower turns in the infield (so much more imaginative than Daytona)

seem much alike they are unlike enough to cause real gearing headaches. Due to the hills and embankments over which the track climbs and falls, a driver going around has little sense that there is another portion of the lap adjoining his part and the feeling is of a long circuit winding by itself through the country. There would seem to be no objections at all in adopting this "plate of spaghetti" concept to get a long lap distance into other restricted ground areas elsewhere in the world.

The surface wants relaying, and the paddock facilities are rude, and as it happens certain points of the organisation won no friends this time, but by and large Interlagos and the Brazilian Grand Prix are worthwhile additions to the scene. Now, if they could only move everything from unappealing Sao Paulo to Rio!

ENTRY

All of practice was one story: the unnerving superiority of the John Player Specials. Team Lotus had put in an enormous amount of homework on this home track of the Fittipaldi family, Emerson having of course established the lap records at the non-championship meeting last year, and completing with Ronnie Peterson an exhaustive test programme in the months before this race. For some reason the balance of the 72D was optimum for Interlagos, both drivers with utter aplomb holding long steady opposite-lock slides at ultra-high speed for corner after corner, lap after lap. The suspension systems absorbed the ripples noticeably better than any other design, and the little black JPSs were able to dart deeper into the rough braking areas, and get the power down to the road sooner coming out, than anything else. Also, and not least, their actual cornering speeds were significantly higher.

As far as could be seen almost nothing had been changed on the two cars since Argentina; at all corners of both cars now had been fitted the strap-drive brake discs, and in the complicated rear oil tank the input line carrying crankcase-scavenge air had been relocated above a baffle to prevent it boiling the surface of the oil (on the theory this may have contributed to Peterson's retirement at Buenos Aires). On Ronnie's car was fitted sponging to serve as a lateral head rest, for the intensive testing of recent weeks has aggravated a neck vertebra problem caused by his bad 1969 F3 crash; he was also wearing a Graham Hill sort of neck brace.



(Incidentally, the report of the last race implied all fire extinguisher bottles had been relocated within the chassis, but in fact Fittipaldi's car still carries one in the front sub-frame.)

The Elf Tyrrells ended up much as before, but for the first practice Jackie Stewart's was in long wheelbase form, a spacer of just over 6 in thickness being inserted between engine and transaxle to move the whole rear assembly aft. Now according to the weigh-bridge figures the car without spacer weighs 592 kg, exactly the same as the lighter of the two JPSs. But whereas the 72D's distribution is 176 front, 416 rear for a 30/70 balance, the Tyrrell is arranged with 203 front, 389 rear which comes to about 44/66. All this, of course, supposes the fuel tanks contain what the mechanics say they do at time of weighing!

Rough calculations suggest that moving the rear axle line rearwards by 5 or 6 in would have an effect on the stubby Tyrrell of altering the percentage to something like 37/63—reminiscent of the March 721X of last season.

After a full Friday of practice, during which Stewart was not as fast as Francois Cevert in the normal version, the spacer and its ancillary structures were removed. On Saturday Stewart was faster than Cevert. Still, the car was difficult to manage, the bumps throwing it badly and upsetting the balance from under- to over-steer unpredictably. "I'm just a passenger," the Scot said.

The Brooke Bond Surtees team had not altered the pair of TS14As for Mike Hailwood and Brazilian Carlos Pace, although the springs and other details had been sorted out. The pair of Yardley McLarens had been fitted with

"a suitcase full" of new rear suspension bits, modified rear cross-beams giving geometries suited to the 28 in Goodyears that are now standard wear. Denny Hulme was his usual relaxed and fit self, but Peter Revson was trying to overcome a nasty attack of the turists. After doing a few laps on Thursday to see where the corners went he stayed in bed all Friday, and F5000 driver Clive Santo, who simply happened to be vacationing on the scene, was asked to see if he fitted the cockpit just in case. It came to nothing, but Santo felt about 10 ft tall at the compliment!

The major change on the Ferrari team was the presence of former manager Peter Schetty, lured back for this one race to act as "consultant." But he is adamant he will spend his future in the family textile business. The flat-12 engines continued their recent history

The opening lap with Fittipaldi, Pace and Stewart ahead of Peterson, Iché, Beltoise, Reutemann and Revson.



of questionable reliability—one had reportedly gone in testing, and a fresh one for Jacky Ickx's Saturday practice was down on power and yet another new one was installed for the race. Nonetheless Ickx proved fastest of all but the JPSs, taking third place on the front row of the grid with a time set on Friday. The Ferrari weight figures, for interest, are 189 front, 406 rear, a total of 595 kg at a distribution of 32.68. Jackie said the car was handling well enough, although "not fantastic." He's looking forward to the new model, due for Kyalami.

The works STP March was intended to try dampers and brakes of different manufacture, but there was the inevitable hold-up in customs and they only appeared late in practice. The team, in any case, seem to be geared more to giving Jean-Pierre Jarier enough time to find himself, which he appears to be doing with spirit. Mike Boutsier in the Clarke-Mordant-Guthrie-Durlacher March was handicapped by an unfortunate engine problem: halfway round his third lap of Thursday practice an oil hose running under the gearbox between the two radiators ground through on the bumpy road and before Mike, who was committed to a corner at that moment, could switch off the bearings had been damaged. There was no other engine but the tired Argentine unit, so he was restricted to a handful of practice laps the next two days.

Among the Marlboro BRMs, little was different. Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda appearing reasonably pleased with the set-ups that went so well—for a while—at Buenos Aires. Bernie Ecclestone's Brabham drivers Carlos Reutemann and Wilson Fittipaldi (Brazilian No 3 who actually has the affection of a lot of local spectators who remember him as being faster than Emerson in the "old days") had the benefit, like the

McLaren drivers, of revised rear suspensions to suit the new tyres. The Marlboro Iso team had made a dent in their new-car problems, Frank Williams seeming to infuse everyone with enthusiasm enough to carry them through a difficult period. Completing the entry of 20 cars was a local man, Luiz Bueno, in the ex-Hailwood Surtees TS9, this was his first drive in the car.

On the tyre front both Goodyear and Firestone had a lot of tricks to try, variations on their Argentine constructions and compounds which in the case of both firms are great departures from 1972 specifications.

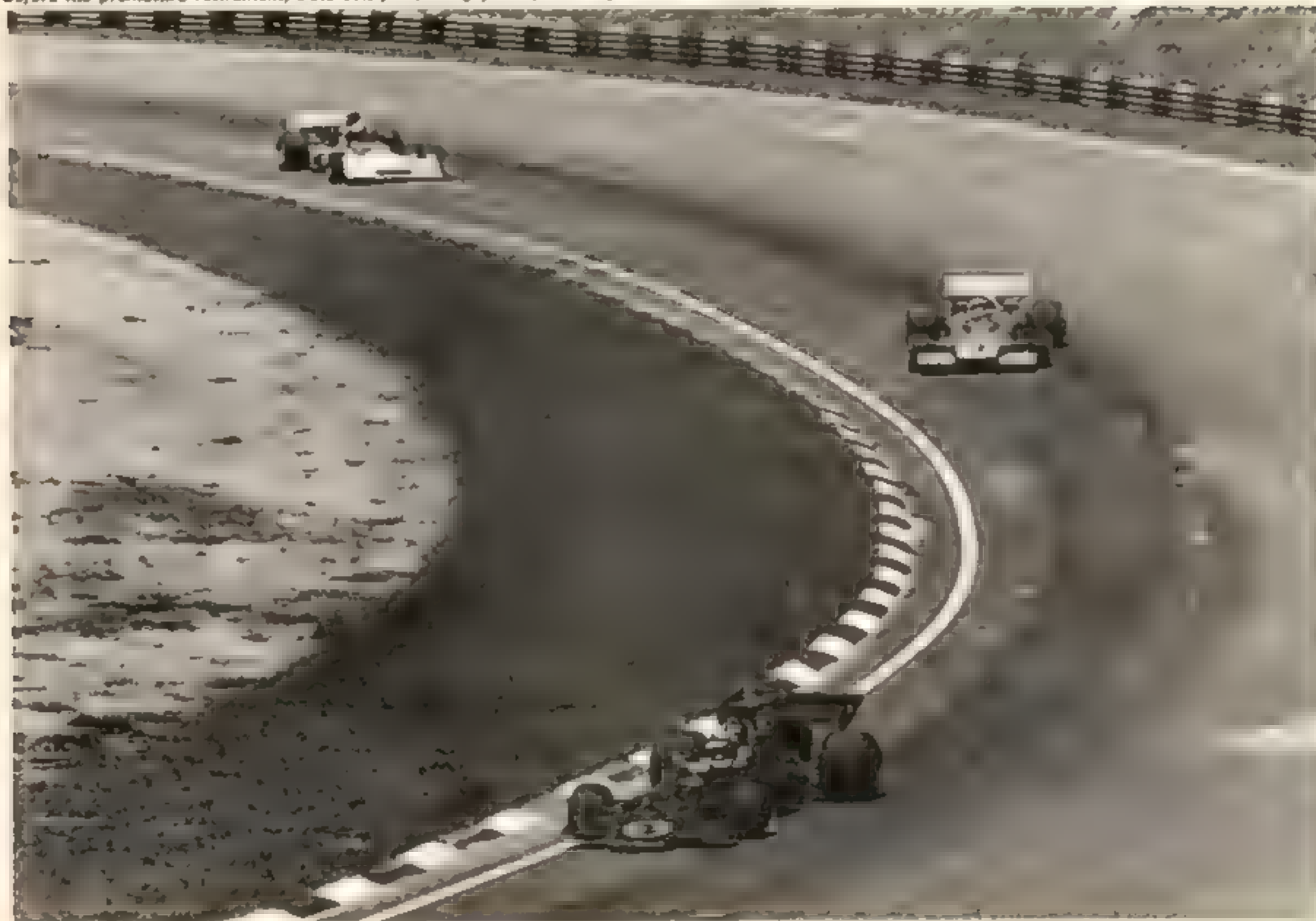
PRACTICE

To study the times set over the two official days of practice is to share some of the puzzlement felt by almost everyone on hand. The patterns were odd. Some of this was due to weather for Saturday was extremely hot and humid, and further more the sessions were held earlier in the day, so it was really the previous day's times that were "honest." On Friday the weather, especially in the all-important second session, was quite mild, a high, thin overcast taking the edge from the



Ickx made a pit stop with tyre trouble, but still finished fifth.

Before his premature retirement, Peterson pulls away from a sideways Ickx and Beltoise.



sun's heat. It was then that most of the important grid places were established. Of course, some cars weren't at that point ready to give their best.

The outstanding picture that emerged, and it emerged immediately, was the head-and-shoulders superiority of the John Player Specials. For some reason the Interlagos circuit brought out all the legendary magic of the Lotus design. They were just uncatchable. It was Peterson the star on Friday, ending with what would remain the best time of the meeting at 2 m 30.6 s. It was an improvement of 1.9 s on Fittipaldi's qualifying record of last March. It was an average of 190.705 kph (118.05 mph), and while doing it Ronnie looked like he was doing it: grand, wide tail slides and a haze of blue smoke off the outside rear tyres, even at speeds well over 100 mph.

There is one long corner at Interlagos, the Curva do Sol, which goes on and on for well over 100 degrees, and Denny Hulme reckoned it a good place to do some corner-timing. The results confirmed his worst fears. A typical point-to-point time, attainable repeatedly by many drivers, was 12.3 or 12.2 s. Toward the end of the day (Friday) Hulme, Stewart and Cevert all did a single time at 12.1 s, and that was their limit. It seemed

And the JPS drivers? Under 12 s, easily under 12 s. Peterson's best, amid a whole string of 11.6 s and 11.7 s, was 11.65 s. Fittipaldi managed a couple of 11.5 s. Both drivers had the tails hung well out, but steadily, with very little sawing at the wheel. It was a fabulous demonstration of what racing cars ought to do. It put into stark contrast the troubles of almost everyone else, who looked far more ragged over the bumps and still were slower.

Emerson was still using a tired test engine that day, while Ronnie had a nice fresh one, so it was not too surprising that he was slower on Friday. For Saturday he had a new engine and one could anticipate an interesting struggle for the pole. But no, the hot weather killed that idea. By a comparison of lap times between the two days, looking at people like Ickx, Cevert, Reutemann, Hulme, Beltoise, and Wilson Fittipaldi, all of whom were probably going near their peaks on Friday, the track conditions on Saturday appeared to be about 1½ s slower. It is against this supposition that Emerson Fittipaldi's eventual time should perhaps be judged. Had he been trying on Friday to that degree he would probably have broken into the 2 m 29 s. Still, Peterson's pole was safe, and he spent much of this day sitting happily idle nearby, his car covered by a yellow sheet.

Elsewhere down the pits lane the story was mostly of troubles. Most of the cars just weren't handling over the surface, and nobody seemed to know how to solve the problem. Stewart had the wheelbase put back to standard for Saturday, and he did manage to go faster, but still the Tyrrell was behaving so badly he didn't know where to begin to look for corrections. Of the few other drivers to improve their Friday times, Pace was outstanding, equalling the relaxed best of Peterson. The Surtees team were in trouble, though, as three dampers failed at various points and Hailwood's fuel system appeared to have dirt in the works. The tyres supplied were not at all suited to the chassis, for after about two good laps they turned to

Of the other troubles the list seemed endless: Reutemann had the "big belt" at the front of the engine break after one lap; Regazzoni never did get a Saturday timed lap as the engine was faulty; Lauda had four laps in his BRM when all the water blew out, while Merzario complained of a "veer" in the handling but no amount of checking could discover anything wrong.

That sense of puzzlement in the Ferrari pit typified that in all the pits—except one! Nobody felt fast, they didn't know why, and anyway the best (103" F) had everyone gasping. It was not, said the regulars, like a Grand Prix at all.



Carlos Pace held second place for the first two laps, but soon retired (above). Beltoise leads Hulme, who set fastest lap stuck in top gear. (below).



Local boy makes good.



EMERSON FITTIPALDI, 1st IN THE BRAZILIAN GRAND PRIX IN THE JOHN PLAYER SPECIAL

In 1972, Brazil may have been delighted with Emerson Fittipaldi's performance in the racing world.

But he was not exactly overjoyed with his performance in Brazil.

Because unfortunately, in 1972, the Champion of the World was not champion of his own country.

In fact, he actually failed to finish its Grand Prix.

This year, he won it.

Not just a decided improvement. But a decided advancement for him in the 1973 World Championship stakes.

(Especially when you consider he's already won the 1973 Argentine Grand Prix.)

The fact that Emerson Fittipaldi will be racing his brilliant way through the rest of 1973 on ordinary Texaco petrol and Havoline oil is one which makes us very proud indeed.

Almost as proud as Brazil will no doubt be of him again this year.

Only this year, Brazil was also proud of him in Brazil.



RACE

Unwisely, the organisers hadn't written a Sunday warm up session into the regulations, which caused the entrants to threaten a withdrawal. Grudgingly, the officials climbed down and granted a mere 15 m at 8.30 am. It demonstrated value all round, for the crowd was well entertained when Lauda's BRM broke a stub axle, losing a wheel, and Wilson Fittipaldi's engine broke a connecting rod.

Even at that early stage there was a huge, happy crowd on hand being entertained by an elaborate air display. At the same time the fire engines were out washing down the circuit, and the firemen proved a good target for some of the spectators. Bottles were lobbed at the firemen, who retaliated by hosing down the crowd . . . which produced yet more bottles from other sectors of the crowd wanting a cooling shower!

Meanwhile, the serious work continued. Wilson's engine was changed, and the fire extinguisher was accidentally triggered off. It was stopped before it had completely emptied, although the Iso Marlboro pit were not so lucky. A pit scrutineer was busy sealing the oil tank when he too set off the extinguisher. A colleague watched the scene before bending down to seal the other Williams car—and then performed a similar trick! That required holding the cars on the dummy grid while the two Isos received newly charged extinguishers—time taken advantage of by the JPS mechanics who replaced the wetted plugs on Peterson's pole position car.

Finally, it was time for the first World Championship Brazilian Grand Prix. The locals had responded magnificently, packing the grandstands, jamming all the access roads, waving flags and cheering. Although the circuit had been washed, there were still clouds of brown dust as the cars rolled forward, obscuring vision and sticking throttle slides.

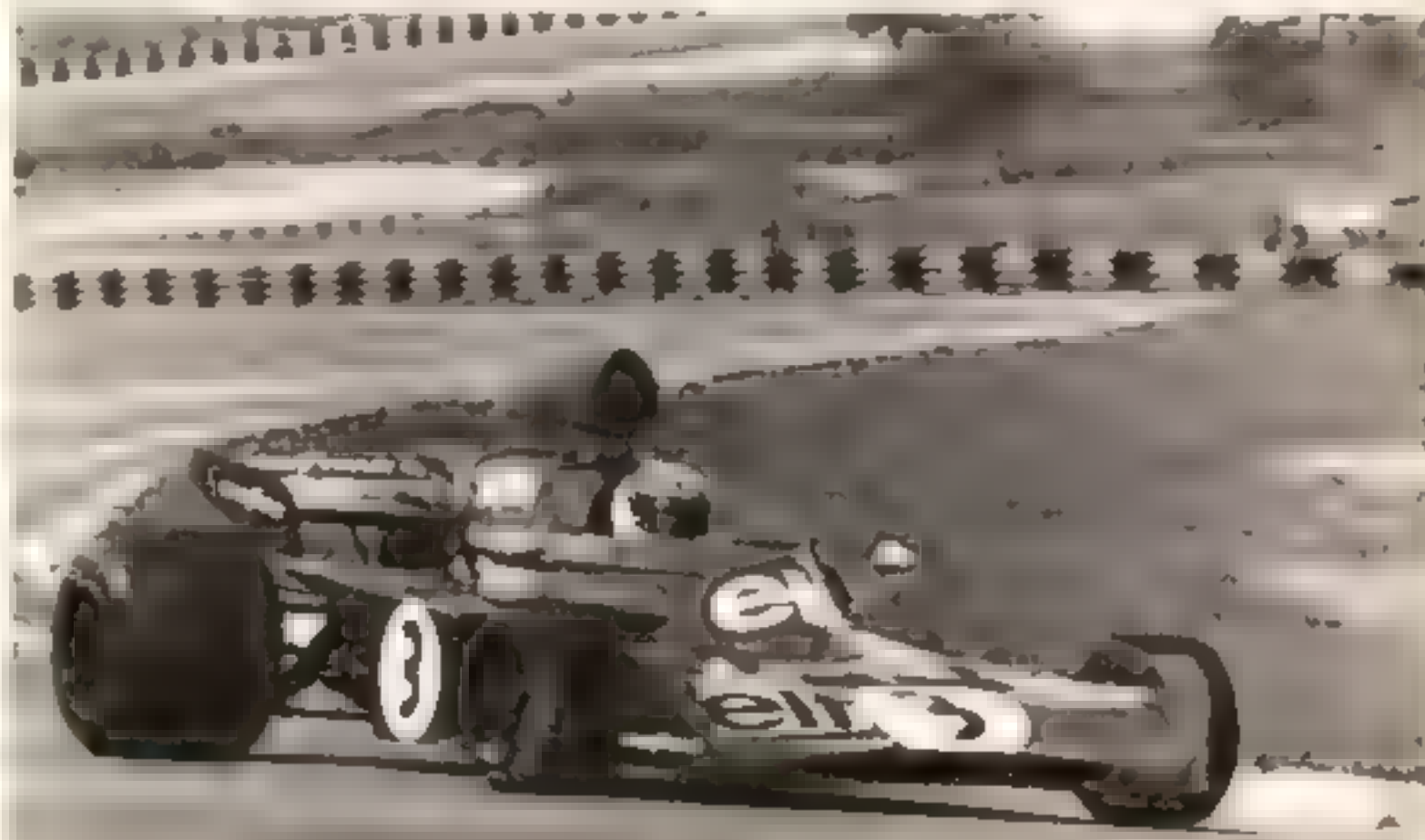
Peterson fluffed his start, while Fittipaldi made an excellent getaway. So too did his fellow countryman, Pace, who leapt from the third row to second position by the first lap. But while two Brazilians were putting on a

patriotic display, poor Wilson Fittipaldi's Brabham called at the pits at the end of the first lap. In the haste to install the new engine, an O-ring had been wrongly assembled, and the result was a generally cooked engine, although Fittipaldi carried on for six laps.

All the field bar Jarier's March, which refused to start, were well away, the Frenchman following on several seconds later. Even at that early stage Fittipaldi, E. was driving away from everyone else. Pace too was holding a good second until he fell victim to Stewart and then Peterson. The Scot then began an epic pursuit of the World Champion, chased initially by Peterson who moved up after his bad start. The two were very close, the Tyrrell sliding wide and the JPS fainting

to pass. But then on lap 6 Peterson spun, nighly nudging the metal barrier. He reported that it felt like a gearbox failure, but inspection later revealed a failure in the centre section of the sandwich construction wheel. Stewart was then free to take up the chase, which he did with a superb maximum effort for the entire distance.

That gave Ickx third place, but by lap 4 he was in trouble—not with the car but from tyres lacerated by the broken glass on the track. He began to drop back to the clutches of Beltoise and Hulme, Denny making an excellent charge up through the field after a bad start. By lap 15, with Hulme securely in third place, the McLaren's clutch began to deteriorate. Hulme then decided to finish the



18 points to Fittipaldi; 10 points to Stewart. Will Stewart reduce the gap at Kyalami?

They're off! All but Jarier's March get under way with Stewart and Ickx on the left, and the two JPS of Fittipaldi and Peterson and Pace's Surtees on the right.



THEY'VE GOT AN AWFUL LOT OF GOODYEAR IN BRAZIL.



Emerson Fittipaldi
John Player
Team Lotus

1ST



Jackie Stewart
Team Tyrrell

2ND



Denny Hulme
Team McLaren

3RD

4TH

Arturo Merzario
Team Ferrari

5TH

Jackie Ickx
Team Ferrari

6TH

Francis Cevert
Team Tyrrell

Interlagos Brazil! Now here's a real test of cars and suspensions. Set up for a lot of fast straights and you'll be in trouble in the corners. Set up for corners and you'll lose out on the straights. A real tyre circuit with left and right handers in succession, but a lot of 'stuff-it-down-the-straight' with 'halry power on' in between. Well done the winner and congratulations to the rest that finished—mind you we can't say we are surprised at our tyres being on the winning cars because most of the world's top racing drivers drive on Goodyear tyres. Their performance is so repetitively superb.



Interlagos Grand Prix Circuit, Brazil.

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Just to repeat ourselves, why don't you get the safety and performance of Goodyear too? Try our super 'Rally Specials' or the low profile radial G800 'Grand Prix.'

They're all winners.

For information on these tyres write to:
Car Tyre Dept., Goodyear Tyre & Rubber Co. (GB) Ltd.,
Bushbury, Wolverhampton.

GOODYEAR TYREPOWER

race using top gear only. To Hulme must go credit for setting equal fastest lap (with an admittedly cruising Fittipaldi) of 2 m 35.0 s, only a fifth of a second better than the Brazilian's old record and nowhere near as quick as in practice.

Revson completed a miserable weekend, with pit stops on the second and third laps with a mysterious gearbox ailment. Coming on top of his personal illness, a large nut in the gearbox coming loose spelled the end of his race after just four laps. Lap 7 signified the end of two more drivers, both with gearbox problems. Jarier forfeited 16th place when he visited the pits with a stripped second gear, and Hallwood, holding 10th place, was out with a failed gearbox pinion bearing. His Surtees team-mate, Pace, fared better for a few more laps, moving from fifth to fourth following Peterson's accident. But it was not to last long, for on lap 9 he came into the pits with a deranged rear suspension. An apparently twisted upright had brought a magnificent drive to a close.

At quarter distance, therefore, Fittipaldi was firmly established in the lead, but Stewart's ever-present Tyrrell was a good second, followed by Ickx, Beltoise and Hulme. Covert was sixth, followed by Regazzoni, Merzario, Lauda, and the two Iso-Marlboro drivers, Galli and Ganley. Bruttler held 12th, Bueno was next and then, bringing up the rear, the man who won the non-championship race at this circuit last year, Reutemann. The Argentinian had been up to eighth place before a pit stop on lap 5 to have the metering unit repaired. After that, he got into the groove once more, driving very quickly although he had lost almost two laps on the leading bunch.

Ickx's good performance in third place lasted only until lap 14. The car was going well enough but the tyres felt victim to the broken glass in the track, and the Belgian was down to fifth place when he visited the pits on lap 19. A rear tyre was quickly replaced but in the rush one from Merzario's Ferrari was used, and that was 1 in narrower than Ickx's. It didn't make for good handling, and was probably no better than the lacerated one. Ickx reported afterwards that he felt he could have stayed with Stewart but for the mishap.

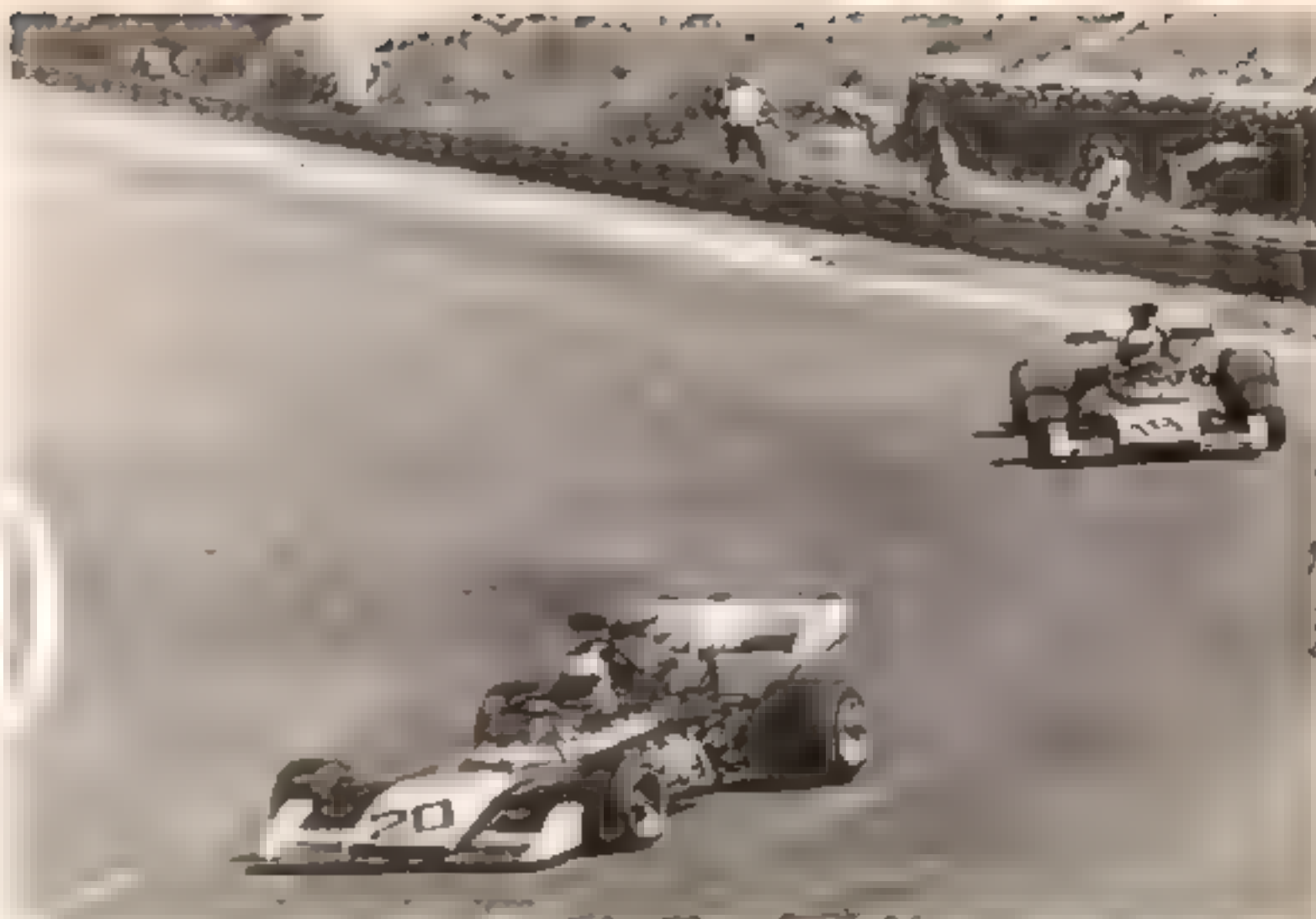
Cover's Tyrrell suffered a similar fate when on lap 15 he too had to have a rear tyre replaced. He continued, although the circuit was also taking its toll on gearboxes for Covert had only second and fifth gears to help him. At about that time Lauda's BRM stopped on the circuit and the driver got out to repair an electrical fault. He continued back to the pits to have the seat belts done up but they were still too loose.

Meanwhile, his BRM team-mates, particularly Regazzoni, were getting the hang of the track. After Ickx's retirement Beltoise held a steady fourth place behind Fittipaldi, Stewart and Hulme, but was being caught by Regazzoni, who by half distance was up to fifth. Merzario managed to hang on, but the more experienced ex-Ferrari man was having no problem with the newer Ferrari man.

However, problems were shortly to emerge for the two BRM drivers who were still in contention. On lap 24, having been passed into fourth by Regazzoni, Beltoise's BRM retired on the circuit after a stone had smashed an electrical terminal under the engine. Then Regazzoni's tyres began to deteriorate, and after passing over fourth place to Merzario he went into the pits to have the two front tyres replaced. The Swiss was down to eighth when he re-joined, but drove on to earn a single championship point for his sixth place.

Just before that Bueno coasted into the pits with an electrical failure. It was repaired, and the crowd went mad with delight—even though he was firmly in last place! Both Frank Williams cars were being driven steadily to the finish, although Ganley only just made it. His Iso was leaking oil around the track, and as the chequered flag came out to hail Fittipaldi, Ganley drove straight into the pits. His car was devoid of practically all fluid apart from in the brake system.

Fittipaldi was truly the hero of the day. Aerial bombs, flags and crowds of people were delighted at the World Champion's clean sweep on his home continent.



The Iso-Marlboros of Galli and Ganley finished in ninth and seventh respectively.

Carlos Reutemann, winner of this race last year, made a pit-stop and finished 11th.



BRAZILIAN GRAND PRIX

DATE AND CIRCUIT	FEBRUARY 11 1973	INTERLAGOS	WEATHER	HOT SUN DRY
LENGTH	40 laps of 4.948 mile circuit	197.84 miles		
CATEGORY	FORMULA 1	WORLD CHAMPIONSHIP ROUND 2		
NO OF STARTERS	20	FINISHERS	12	
WINNER	E F T T F A L D I	JPS - FORD 720	AVG SPEED	142.4 mph
FASTEST LAP	E F T T F A L D I	JPS FORD 720	1 lap - 2 min 35.0 sec	148.8 mph
EXISTING LAP RECORD	E F T T F A L D I	JPS - FORD 720	2 min 35.2 sec	144.60 mph
PREVIOUS LAP RECORD	C R E U T E M A N N	BRABHAM FORD BT 34	2 min 35.2 sec	142.85 mph



ENTRIES

NO.	DRIVER	CAR	ENTRANT	TYRE	TYRE	CHASSIS	ENGINE
1	E F T T F A L D I	JPS - FORD 720	JOHN PLAYER TEAM LOTUS	1 - LOTUS	GOOD	720 7	DFV 30
2	R P E T E R S O N	JPS - FORD 720	JOHN PLAYER TEAM LOTUS	2 - LOTUS	GOOD	720 8	DFV 097
3	J S T E W A R T	TYRRELL - FORD	ELF TEAM TYRRELL	3 - TYR	GOOD	005	DFV 066
4	F C E V E R T	TYRRELL - FORD	ELF TEAM TYRRELL	4 - TYR	GOOD	006	DFV 098
5	M H A I L W O O D	SURTESS FORD TS 14 A	BROOKS BOND OMO - ROB WALKER TEAM SURTESS	5 - SUR	FIRE	TS 14 A 02	DFV 083
6	C P A C E	SURTESS - FORD TS 14 A	BROOKS BOND OMO - ROB WALKER TEAM SURTESS	6 - SUR	FIRE	TS 14 A 03	DFV 123
7	D H U L M E	MCLAREN FORD M19C	YARDLEY TEAM MCLAREN	7 - MCL	GOOD	M19C 1	DFV 06
8	P R E Y S O N	MCLAREN FORD M19C	YARDLEY TEAM MCLAREN	8 - MCL	GOOD	M19C 2	DFV 328
9	J I C K X	FERRARI 312 B2	S P A FERRARI SPAC	9 - FER	GOOD	312 B2 5	Typ 312 B
10	A M E R Z A R I O	FERRARI 312 B2	S P A FERRARI SPAC	10 - FER	GOOD	312 B2 6	Typ 312 B
11	J F J A R I E R	MARCH FORD 721 G	STP MARCH	11 - MAR	GOOD	721 G 4	DFV 094
12	M B E U T T L E R	MARCH - FORD 721 G	CLARKS MORDAUNT BUTHIE DULACHIE	12 - MAR	GOOD	721 G 2	DFV 064
14	C R E G A Z Z O N I	BRM F160 D	MARLBORO - BRM	14 - BRM	FIRE	F160 D 01	143 001 M T
15	J P B E L T O I S E	BRM F160 D	MARLBORO - BRM	15 - BRM	FIRE	F160 D 02	143 016 M T
16	N L A U D A	BRM F160 C	MARLBORO - BRM	16 - BRM	FIRE	F160 C 03	143 018 M T
17	C R E U T E M A N N	BRABHAM FORD BT 37	MOTOR RACING DEVELOPMENTS	17 - BRM	GOOD	BT 37 2	DFV 128
18	W F I T T I F A L D I	BRABHAM - FORD BT 37	MOTOR RACING DEVELOPMENTS	18 - BRM	GOOD	BT 37 1	DFV 083
19	H G A N L E Y	150 MARLBORO - FORD FX3B	FRANK WILLIAMS 150 MARLBORO	19 - FER	FIRE	FX3B 2	DFV 106
20	N G A L L I	150 MARLBORO - FORD FX3B	FRANK WILLIAMS 150 MARLBORO	20 - FER	FIRE	FX3B 3	DFV 103
23	L B U E N O	SURTESS FORD TS3B	L B U E N O	23 - SUR	FIRE	TS3B 003	DFV 075

RESULTS

POS	NO	DRIVER	CAR	LAPS	TIME	DIFF	TYRE	SPARE	CHASSIS	ENGINE	INJECTION	WPCB
1		E F T T F A L D I	JPS FORD 720	40	1 h 43 m 55.6 s	114.24 mph	WHL	PER	KONI	FW 400	CHAMPION	LUCAS
2	3	J S T E W A R T	TYRRELL - FORD	40	1 h 44 m 09.1 s		WHL	PER	KONI	FW 410	MOTORCRAFT	LUCAS
3	7	D H U L M E	MCLAREN - FORD M19C	40	1 h 45 m 42.0 s		LOCK	PER	KONI	FW 400	CHAMPION	LUCAS
4	10	A M E R Z A R I O	FERRARI 312 B2	39			LOCK	PER	KONI	FERRARI 312 B2	CHAMPION	LUCAS
5	9	J I C K X	FERRARI 312 B2	39			LOCK	PER	KONI	FERRARI 312 B2	CHAMPION	LUCAS
6	14	C R E G A Z Z O N I	BRM F160 D	39			LOCK	PER	KONI	BRM F160 D	CHAMPION	LUCAS
7	19	H G A N L E Y	150 MARLBORO - FORD FX3B	39			LOCK	PER	KONI	FW 400	CHAMPION	LUCAS
8	16	N L A U D A	BRM F160 C	38			LOCK	PER	KONI	FW 400	CHAMPION	LUCAS
9	20	N G A L L I	150 MARLBORO - FORD FX3B	38			LOCK	PER	KONI	FW 400	CHAMPION	LUCAS
10	4	F C E V E R T	TYRRELL - FORD	38			WHL	PER	KONI	FW 400	MOTORCRAFT	LUCAS
11	17	C R E U T E M A N N	BRABHAM FORD BT 37	38			WHL	PER	KONI	FW 400	CHAMPION	LUCAS
12	23	L B U E N O	SURTESS FORD TS3B	36			LOCK	PER	KONI	FW 400	MOTORCRAFT	LUCAS

DETAILS

NO.	DRIVER	CAR	LAP	REASON
8	P R E Y S O N	MCLAREN FORD M19C	4	GEARBOX LOOSENED RETAINING NUT
18	W F I T T I F A L D I	BRABHAM FORD BT 37	6	ENGINE HEAD SEALING END
2	R P E T E R S O N	JPS - FORD 720	6	BROKEN REAR WHEEL
11	J F J A R I E R	MARCH - FORD 721 G	7	GEARBOX STOPPED 2ND GEAR
5	M H A I L W O O D	SURTESS FORD TS 14 A	7	GEARBOX FIN ON BEARING
6	C P A C E	SURTESS - FORD TS 14 A	10	SUSPENSION
2	M B E U T T L E R	MARCH FORD 721 G	9	ENGINE OVERHEATING
5	J P B E L T O I S E	BRM F160 D	24	ELECTRICAL PICK UP DAMAGED BY STONE

CHAMPIONSHIP POINTS	
E F T T F A L D I	18
J S T E W A R T	10
F C E V E R T	6
D H U L M E	6
J I C K X	3
A M E R Z A R I O	3
W F I T T I F A L D I	1
C R E G A Z Z O N I	1

AUTOSPORT

SPECIAL STAGE

Edited by Ian Sadler

Rallye Bristowe

— heavily over-subscribed

The Rallye Bristowe is this weekend's major road event, being a joint Castrol/MN and Mexico qualifier. This year the event moves farther west on to maps 163, 164, 174 and 175, being based from the North Devon Motel, Barnstaple, from where the first cars leave at 22.45 on Saturday evening. No spectator facilities are offered though service arrangements are being made. The route will be defined by about 45 controls and countless passage checks with a section timed to the second to decide ties. The petrol halts are being kept secret and the route will only be announced an hour in advance. The entry is heavily over-subscribed. First 20 entries are as follows:

George Hill—No 1 seed.



1. George Hill/Keth Wood, DTV Firenze. 2. Frank Pierson/Colin Francis, DTV Viva. 3. Bob Jeffs/David Taylor, RS 1600. 4. Nigel Rockey/Paul White, Mexico. 5. Russell Brookes/John Brown, Mexico. 6. Laurie Richards/John Henderson, RS 1600. 7. Rod Badham/David Stephenson, Imp. 8. Bob Bean/Alan Greenwood, Mexico. 9. Roy Fidler/Barry Hughes, Avenger

GT. 10. Alan Conley/Martin Holmes, Clan Crusader. 11. Malcolm Gibbs/Randal Morgan, Mexico. 12. Dai Roderick/Mike Woodward, Mexico. 13. Roger Patt/Kevin Gormley, Mexico. 14. Kevin Vidian/Peter Valentine, Mexico. 15. Gillian Fortescue/Thomas/Tony Mason, Mexico. 16. Chris Beynon/Lyn Andrews, Capri. 17. Malcolm Patrick/Barry Hughes, RS 1600. 18. Eric Jackson/Dan Barrow, RS 1600. 19. Malcolm Wise/Rod Palmer, RS 1600. 20. Jimmy Bullough/Gerald Ryan, RS 1600.

Enthusiasts with elephant memories might think that we are witnessing a return of that other Barry Hughes, the former Rootes driver who emigrated, by reading the name twice in the entry list. In fact it is doubtful whether Fidler's Avenger will be ready and it is likely that Ian Harwood/Richard Morris will take the entry over in Ian's Escort-Rover as a tryout before the Mintex Dales next week.

Frank Pierson—start No 2



Circuit de Glace, Serre Chevalier

first overall Bernard Darniche, in



Sparrow for Acropolis

Will Sparrow will now not be entered in the TAP Rally as part of the Ford programme but will almost certainly go to Greece as part of a two-car Ford team. This is his prize for winning last year's Ford Mexico rally championship. The Acropolis has been chosen as the Scottish Rally already has a couple of Ford commitments in respect of the Mexico championship while Sparrow is keen to do that rally in his Martin Group-sponsored Firenze.

Safari Rally Holiday

A very nearly all-inclusive tour has been arranged by Houlders World Holidays to cover the forthcoming East African Safari Rally. The itinerary commences on Saturday, April 14, with a late evening flight by British Caledonian VC10 to Nairobi. The holiday is a mixture of rally, wildlife (animals) and sunshine. There are to be two organised visits to sections of the rally route to see the cars in action and the trip winds up on the 29th with the return flight. Total cost is £269 and includes all flights, hotel accommodation plus tickets to the celebration ball. Certain meals, airport taxes, etc., are extra.

Costa Brava: Munari wins

The second round of the European Rally Championship, the Costa Brava Rally was held last weekend in Spain. The event was won by Sandro Munari/Mario Manucci (Lancia) from current champion Raffaele Pinto/Arnaldo Bernacchini (Fiat Abarth 124). Team-mates Sergio Barbasso/Gino Macaluso were third and Zsada/Zyszkowski (Porsche 911S) came fourth.

● Frank Pierson is entering the Mintex Dales in his Escort RS1600 with which he was best British private entrant on the RAC and then won the Tour of Eppymt with. He is seriously contending the Esso/BTRDA series when DTV commitments permit, though the Mintex Dales does not qualify for other than the RAC series.

● Last weekend's Nottingham University MC's Shipside Rally was won by Eric Jackson (RS1600) from Charles Eveson (Mexico).

Observer Rally

As the first round of the BTRDA championship, the Mansfield and Sutton Observer Rally takes place on Saturday, March 10, at 09.00 hrs starting from Mansfield Technical College. The route will be over 140 miles with 15 special stages totalling 40 miles. The event is organised by the Dukeries MC. Entries from Mrs D M Holmes, 13 Park Crescent, Washborough, Lincoln, LN4 1DD.

South West Stages

On Sunday, April 1, the Exeter and Taunton Motor Clubs join forces to promote the Esso-Union South West Stages Rally. The event is the second qualifier in the BTRDA gold star rally championship and already over 50 applications for regulations have been received. The entry list closes on March 17, though it would be advisable to send entries early as this will be on the basis of first come, first served. There will be 150 road miles linking 60 stage miles, mostly forestry commission with some never before used for rallying. Stage lengths will vary from one mile to one of 7½ miles and will include one all-tarmac special stage. Entry fee is £12.50.

Essex Rally

Regulations are now available for West Essex Car Club's Essex Rally, which takes place on March 10/11. The 150-mile event, run on maps 148, 161 and 162, will have one selective and the route will be defined by map references and spot heights. There are three classes—Masters, Experts and Novices—with the Essex Trophy being awarded to the first Expert Crew.

Entries (75 at £2.50) to the Secretary (Peter Rymill, 23 Woolhampton Way, Chigwell, Essex, IG7 4QH. Tel. 01-500 3751). Anyone interested in marshalling should contact the chief marshal, George Henry, 5 Eureka Gardens, Epping Upland, Essex. Tel: Nazeing 2113.

Datsun for Sclater on TAP

Rumours having flown to and fro, it now seems certain that Chris Sclater will drive Cal Withers' Datsun 240Z on the TAP Rally in March. Co-driver has not yet been nominated but it will probably be Bob de Jong with whom Sclater did the rally last year in a Withers' Datsun and an event in Belgium last weekend.



The Goodyear rally range 1973. Comprising five principal tyre types they are from left to right the Rally Special for tarmac and firm un-sealed surfaces. Next is the G800 Rally Special, for tarmac and, of course, giving good mileage for ordinary motoring. Third in line is the Ultragrip Rally Special, an all-rounder, especially for forestry tracks and adverse road surfaces. Next is the distinctive mud and snow Rally Special, of cross-ply construction for higher contact pressure and with pressure pads incorporated in the tread design for grip on ice. At the extreme right of the line up is the type especially recommended for restricted tarmac events and which was used to win the 1972 Ford Escort Rally Championship.

Heavy snow spoils Boucles de Spa

Last weekend's Boucles de Spa finished in confusion for Kleber Wheelbase award winner Chris Sciator (Ford Escort). Sciator started the last of the five identical 100-mile loops in second place but when he completed the last tour, he arrived at the finish to find himself demoted to eighth. Apparently the organisers altered the regulations during the rally which overlooked penalties from most Belgian and French competitors, who should have been penalised much more. Only the fourth and six places, BMWs of Hainbach and Adriaenssens and Sciator's Escort completed the event as per the original regulations, but the organisers weren't interested in any protests from these competitors who were hard done by.

Heavy snow during the entire event caused last minute panics, for many crews came unprepared for such elements. Sciator managed to get the use of half a dozen studded tyres, although he completed the last 200 miles with hardly any studs at all. On the first stage a German BMW wouldn't move out of Sciator's way and while he closely pursued the BMW, the Escort's windscreen was shattered and almost all its headlamps shattered—he drove the rest of the event with three lights.

Organisers' results, with many competitors' penalties not included, gave overall victory to Haxhe's Daf 66, from Laurent's Alpine Renault and Hunter's Opel Commodore. Only 17 cars finished the event out of over 100 starters.

Very few lights left after Sciator's Escort was baulked.



Porsche-Salzburg VWs plan rally programme

A team of Volkswagens run by Herr Strasse and the Porsche Salzburg team will contest several major rallies outside Austria this year. Their plans include a three or four car team on the TAP Rally in March and then three cars in the Acropolis Rally in May. They had hoped to do the Moroccan Rally but it was too close to the Acropolis for them to move their service teams from one end of Europe to the other. In any case, Greece is much closer to Austria and thus more convenient, though the rally itself is possibly less suitable for the cars.

Drivers will include Harry Kallstrom who has already signed for the TAP Rally and if Lancia indeed have no further plans for him, he will probably drive for them on other rallies during the year including the RAC Rally. For him it will be a return to the car in which he made his name and earned the title "Sputnik" for his rapid rise to the top. However, the 1602 S which he will drive now is con-

siderably faster than the old 1200 he borrowed from his father to start rallying with. Other members of the team will be those two talented young Austrian drivers, Herbert Grunstedt and Georg Fischer.



Kallstrom for VW drive

Servais Rally

Once again the Roding CC and the Chesham MC are jointly promoting the Servais Rally which will take place on the night of March 31/April 1. The event, in addition to being an LCAMC and ASEMC qualifier will count towards the Castrol/MN championship as Round Four. Due to the receipt of over 200 entries for last year's event and the fact that this year's is a C/MN round entries will close on Saturday, March 3 and a ballot system will be used to select the start list, with certain places reserved for the various championship contenders. Regulations are available from: Ian Adams, 24 Barham House, Kinglake Street, London, SE17. Telephone: 01-701 5283.

There is a request for experienced marshals to help on this event. All offers should go to the Chief Marshal—John Bowers, 102 Birkbeck Road, Barkingside, Ilford, Essex. Telephone 01-554 1100.

Hill and Wood stay Mexico

Whenever their Motoring News commitments permit, George Hill and Keith Wood will be returning to the Mexico fray under the banner of Charles King. First event is expected to be the Hereford Motor Club Welsh Marches on March 3-4.

Charles King, main Ford and Rallye Sport dealers of Bedford, entered the field of rally sponsorship when last season they became entrant to Colin Walker and John Dandy in the Mexico Championship. Colin Walker, previously unknown, progressed very rapidly and was regularly among the semi-expert award winners. They added to their team the Mexico of Geoff Loos and Brian Seela. After only three months, on the Red Dragon, they scored, making 19th overall and 2nd semi-expert. This up-and-coming team shows promise for the future.

Adrian Boyd wins STP Circuit of Galway

Adrian Boyd was a clear-cut winner of the three day STP International Circuit of Galway rally, taking the Ford Escort RS of the Lombard and Ulster rally team to an 8 m 55 s win over Billy Coleman's Alpine Renault. Dessie and Ronnie McCartney were next up, driving a Ford Escort and BMW 2002 respectively. It was a rally of retirements with only 53 finishers out of 144 starters and

among drivers to go out were Cahal Curley, David Agnew, Robert Ward and Derek McMahon in BMWs, Melvyn Johnstone (Cooper S), Mike Marshall (Escort RS) and the Chevron pair of Alec Poole and Mick Dolan. Welshman John Price retired his Alpine with a broken transmission when lying second on the morning of the second day.

No studs Swedish Rally Strong Mexico competition

The Kungl Automobil Klubben (KAK) Swedish Rally and World Rally Championship round takes place this week starting from Karlstad at 4 pm today. As in previous years the route will be concentrated in Sweden's Värmland.

By far the most important and unusual feature of this year's rally is the ban of ice studs and it will, no doubt, be a very interesting exercise either way (full Auto-

Smith has entered a BMW 2002 and Jeff York, as reported last week will have a Porsche 911S. John Haugland will be driving a Skoda 120S.

Lancia will be represented by Harry Kallstrom and Ove Andersson. Björn Waldegaard, at number 4, will be driving a VW 1303S and without studs must still be in the running with such a car. Stig Blomqvist and Per Eklund will both be driving Saab. Eklund this past year driving as quickly as Blomqvist and winning the Värmland run from his teammate earlier in January. Håkan Lindberg returns to the driving seat with a Fiat 124 Spider.

By far the most popular make of car is Volkswagen with a total of 47 variations of VW entered, most of these being the very suit-



Per Eklund — Saab.

sport report next week). Certainly the no-studs ruling has not deterred competitors from entering and of 144 entries there are 18 foreign starters including an Alpine Renault for Jean-Luc Therier and R12 Gordinis for Jean Pierre Nicolas and Bernard Darniche. Scottish driver, Andrew



Ove Andersson — Lancia.

able (especially without studs) 1303S, for which there is a special class. The rally finishes on Saturday back in Karlstad. The Mexico section tackles only the second 560 mile loop starting on Friday at 7 pm.

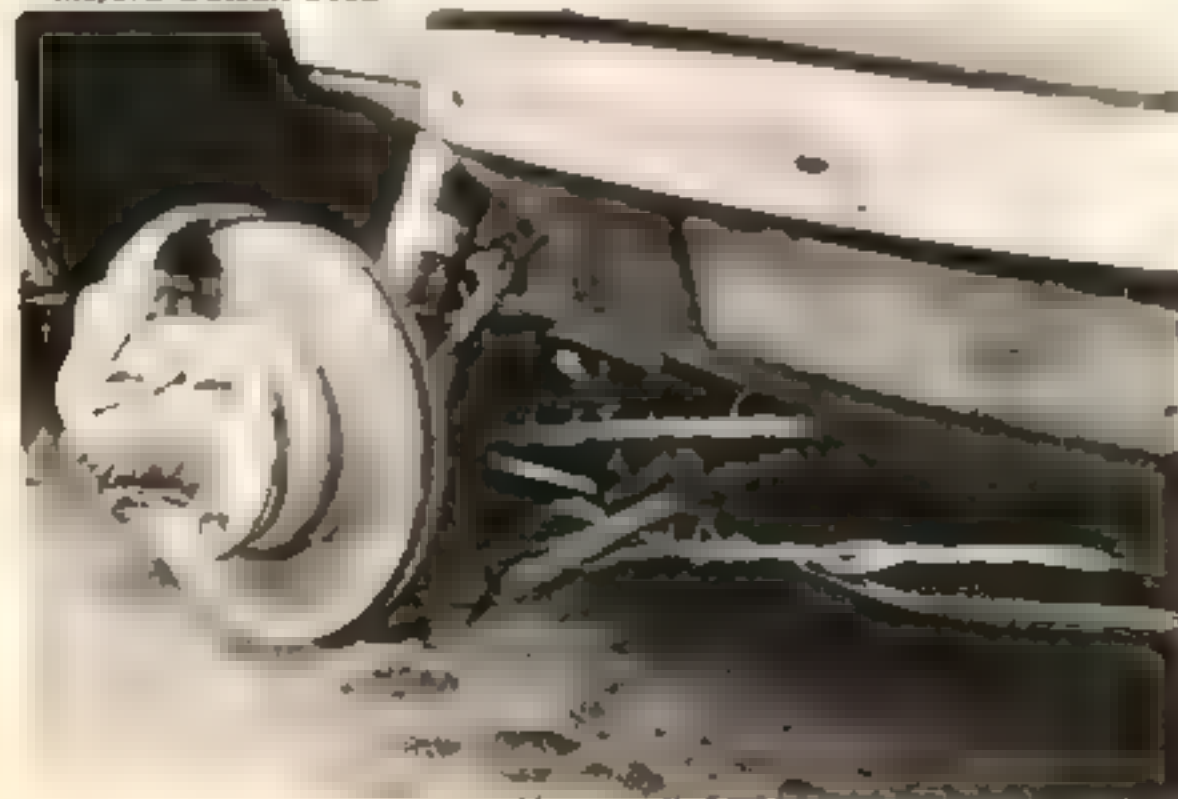


Björn Waldegaard — VW.



Håkan Lindberg — Fiat.

The reason why Roy Fidler fell from seventh to 10th place on the Snowdon. The stabiliser bar mounting bracket on the front right wheel became completely detached from the chassis. To have finished a stage event in this condition was extraordinary. The car was the Withers of Winsford Datsun 240Z.



JPS-Lotus Formula 1 driver, 28 year-old Ronnie Peterson and his compatriot Reine Wisell (32), are to compete in the special Mexico section of the Swedish rally. Among the total of 22 Mexicos competing against Sweden's circuit racing pair will be six British-based entries. They are expatriate Kenyan Robin Hillyar with Mark Birley, Tony Pond Frances Cobb, Christopher Wathen/L. N. Anstie, G. Armstrong/Bryan McCleary, Newton Wright C. N. Gray and Andy Dawson with Autosport Rallies Editor, John Davenport. Ronnie Peterson's co-driver will be Formula 3 driver Torsten Palm and Reine Wisell will be partnered by an old friend, Gunnar Trygg, a lawyer from Wisell's town of Motala.

David Hardcastle is hoping to rally a G1 Firenze this year but clashes of interests between GN of Croydon and Optrex effectively put an end to the project. The Firenze is large as life and waiting for funds to put it into competition.

Wipac to sponsor Gillian F-T

WIPAC, the motor accessories Group, is sponsoring Gillian Fortescue-Thomas in her first season of rallying. She will be contesting the Daily Express Escort Mexico Rally series in a car prepared by Reed's Rallyesport, of Paignton.

Partnered by Tony Mason who navigated RAC Rally winner Roger Clark to his great victory, Gillian Fortescue Thomas was placed tenth in her first ever rally—the Mini Miglia—in the middle of January. Gillian and Tony will be teamed together for the next few rounds of the Daily Express Rally series. After her initiation period with Tony Mason, the Wipac Escort Mexico will become a two-girl team, with an as yet unchosen girl navigator for Gillian.



LATE NEWS

Ford for Preston

Vic Preston Junior is now the third Colonial driver to be lured by the British national events. He has been offered the use of LVX 941J for two or three events after the Safari by Roger Clark, who is in the process of buying the car (the gold Esso car used on many events by Roger last year) from Ford. "It is a sort of thank-you effort for Preston and his family who have been very friendly and helpful to me recently," Roger explained. Roger is currently handling the preparation of Leo Bertorelli's Alfa Romeo rally cars, and plans for this season are currently being formed. The other drivers before Preston have been Mike Marshall and Shekhar Mehta.

Sears Roebuck

The next project submitted to Sears Roebuck by their infant terrible Jack Brady is the sponsorship of cars in the Moroccan Rally. Sears have not yet given their final approval but if they do it might mean that for the first time there might be a serious entry from abroad, i.e., outside France. Ford are unlikely to go with their commitments on the Safari, Acropolis and Scottish, but Datsun, BMW, Fiat and, of course, Lancia are likely to show interest in this tough event.

BMW for Sclater

Chris Sclater hopes to enter the TAP with Bob de Jong in Withers' Datsun 240Z, and then both the Firestone and the Welsh in his last year's Escort and the Acropolis in the Kleber-Wheelbase car. He also has a competitive car for the Tour of Britain. A BMW 2002 entered by Auto-extra.

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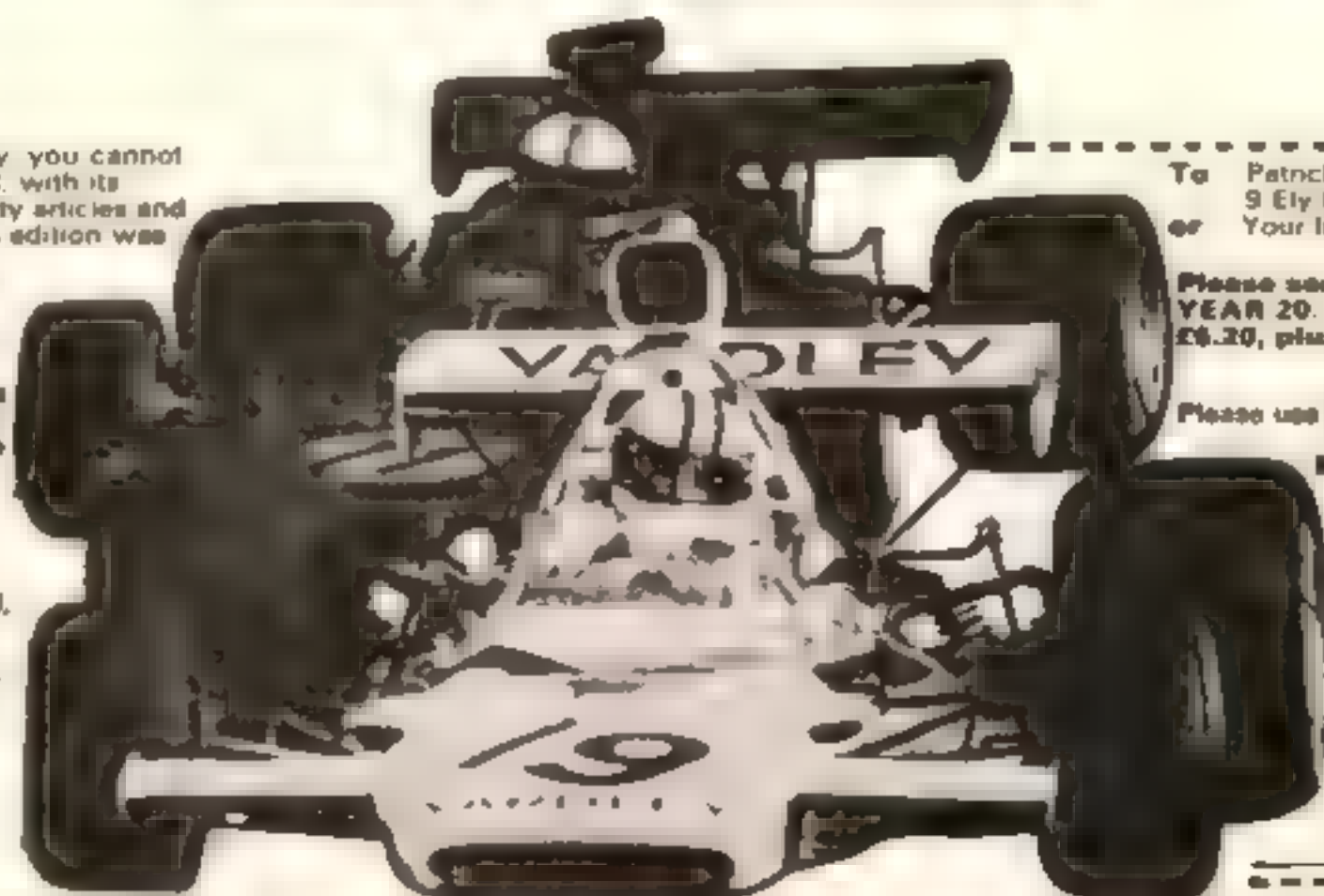
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Edited by Douglas Armstrong

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Close company between Allan Downer's Escort-BRM TC and Edward Upton's Mini

BRANDS HATCH

Saloon car take-over at annual sprint

The Circle and Harrow CCs paid their yearly visit to Brands Hatch on Sunday when they organised the circuit's only sprint meeting of the year. Just over 100 cars took part, at least half of these having been driven to the circuit. After each car had had a couple of two-lap runs, top honours went to Brian Williams' Ford Escort TC by 1.4 s from Jack Davies' Cooper S.

Early morning ice at Druids caused practice to be delayed and the scheduled time runs started 45 m late, and darkness was descending rapidly by the end. The start/finish line was half way along Bottom straight and cars were sent off in groups of four, separated by 10 s. Each car was given one standing and one flying lap, although they were awarded the compulsory three laps for practice.

The track was still damp in places when the smallest group came out, the up to 900 cc production saloon class going to the smallest car competing. Peter Kauffman's 597 cc Honda N600, fitted with Japanese Nippon tyres. He was headed after the first run however by David Morgan's Sunbeam Sport and Tim Dodwell, his Cooper a regular sight in Group 1 races last year, had a 1.4 s advantage but on the second run John Brown's similar car knocked nearly 5 s off his first run to

claim the 901 to 1000 cc class from Dodwell. The only interloper in this all Mini class was Peter Crank's Mazda R100 and on both runs he clocked 2 m 41.6 s to finish well down the field. How about the golden rosette for consistency?

Last year's 1001 to 1300 cc class winner Fred Marriott again cleaned up this class in his 1275 Mini being streets ahead of anybody else. 4.2 s to be exact. The mainly Escort 1301 to 2000 cc class was sewn up by G1 man Derek Wileman, who got his Mexico well twatched up in recording 2 m 17.4 s on both occasions. His nearest challenge came from Tony Johnstone's Escort RS, seen recently in the G1 rallycross heats at Cadwell. This class was the best subscribed consisting of mainly Escorts although a BMW 2002 and a Volvo 145E were spotted screeching their way round. Six seconds separated Alan Mussard's 3.0 Capri from Peter Bowry's Viva 2300 SL in the big class.

Generally times on the second runs were getting quicker and Don Hors proved this in the up to 850 cc class in the modified saloon category by slicing 2.8 s off his first run time to win the class in his Mini from last year's class victor John Hutson in a similar car, who, although only 0.8 s in arrears after his

first run, failed to improve on his second. As in the tiddly class both the 901 to 1000 cc and 1001 to 1300 cc classes were 100% Minis the smaller class going to Richard Green by a scant 0.4 s from Mick Hallett, while fastest man in last year's event Jack Davies notched up the bigger class with 2 m 09.4 s. His faithful Cooper S has now taken him through over 300 events and numerous awards.

Favourite in the 1301 to 2000 cc class would have been Dave Bray, but he failed to show up and so it was left to Brian Williams to keep the class flag flying, putting up BTD on his second run with 2 m 8 s. Second in the class and the Harrow Award for the best performance by a Harrow CC member, went to Frank Collins' 1558 Anglia.



BTD went to Williams' Escort

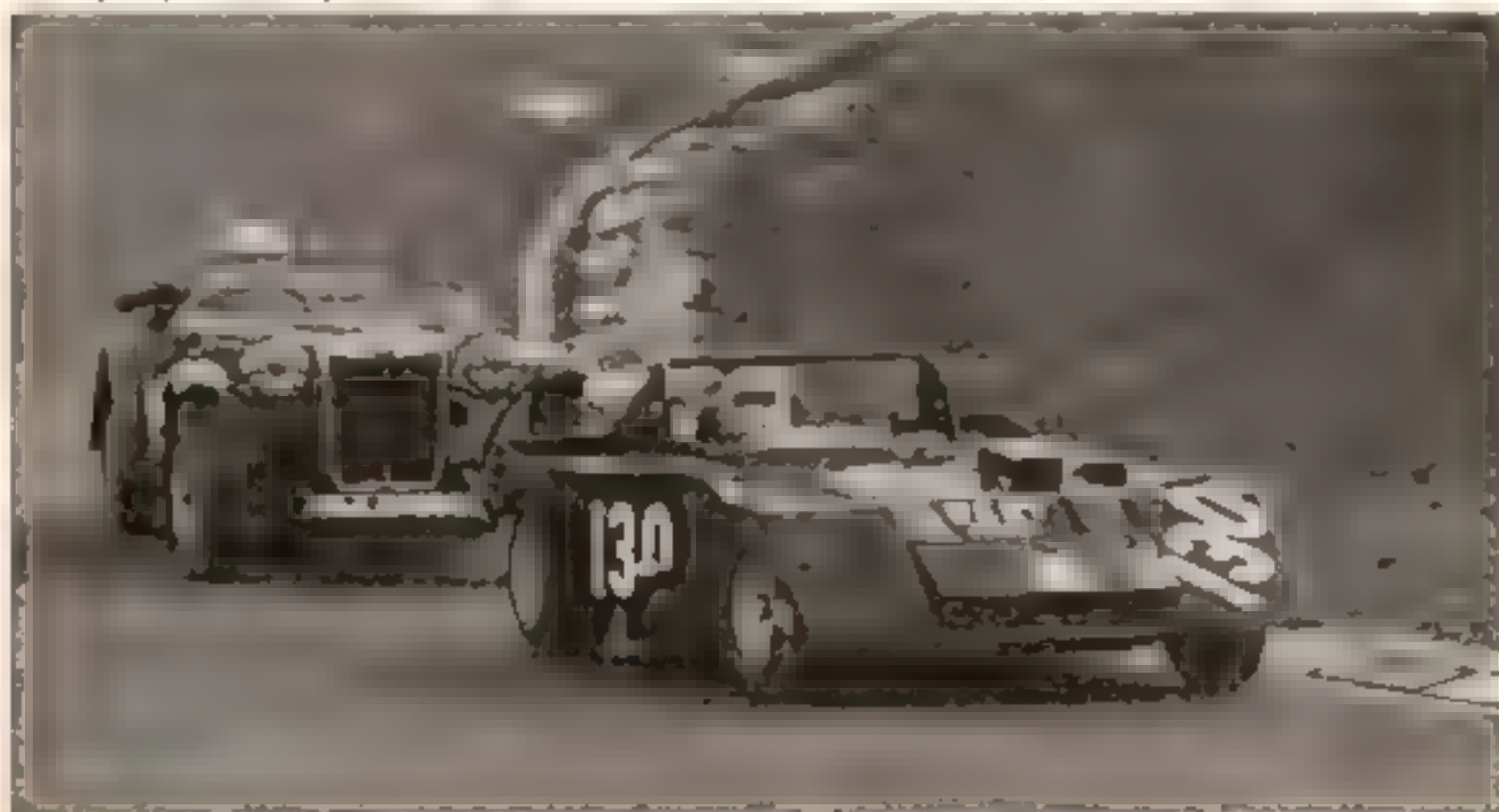
Category C—Production Sports and GT Cars and unfortunately Malcolm Gates was not able to defend last year's class win as there were no other takers of the up to 1000 cc division so his Honda S800 had to play with up to 1300 cars. Gates, however, who is usually seen climbing the hills with a big TVR didn't disgrace himself, for he finished fifth out of 12 starters, the top boy being Neville Knight's Midget. His best time was equalled by Richard Yappa's similar car, but having retired on the first run, he had to be content with second place. Don Moore cleaned up the over 1300 class by a couple of seconds in his Lotus Europa, Barry Stock's Fairthorpe Zeta claiming second place and the Circle CC's award. Tony Hempstead had to change his underwear after his second run when his Elan tried most points of the compass to get round Paddock although he eventually discovered that forwards is the best way.

Although he retired on his second run Peter Winter's Midget won the up to 1300 modified sports and GT class by virtue of his first run time which was 2 s quicker than Russell Dell's Ripspeed Cox GTM. Winter's retirement was caused by a couple of spins the first of which sent him the whole way round Paddock, backwards! After a very quick first run Richard Milner (Elan) was able to take the 1301 to 2000 cc class, while Rob Staples' E Type took the big-engined class, Rob proving his nickname of "Sideways" with a big spin at Druids which caused his retirement on his first run. Over 12 s behind the Jag was Peter Butt's ex-Pat Moss Healey 3000.

The final two classes were for specials and the smaller class (up to 1500 cc) went to John Elmes' EE GSM Ford. One interesting device was Alan Wickham's Werv 1 which consists of bits from a Herald, Morris 1000, Midget and Daily Mirror van! With no opposition Dave Lewis (1760 Ford engined U2) took the honours in the big class.

PAUL KING

BTD B Williams 13 s Ford Escort TC 2 m 8.0 s
Cram winners P Kauffman 595 Honda N600 2 m 47.8 s J Brown 1.0 Cooper 2 m 20.6 s F Marriott 1.3 Min 2 m 23.4 s D Wileman 1.6 Ford Escort Max 2 m 17.4 s A Mussard 3.0 Ford Capri 2 m 27.0 s J D Hors 1850 M 2 m 22.2 s R Green 3.0 Min 2 m 23.2 s J Davies 1.3 Cooper S 2 m 24.4 s Williams N Knight 1.3 MG Midget 2 m 20.8 s D Moore 1.6 Lotus Europa 2 m 20.0 s P Winter 1.3 MG Midget 2 m 21.0 s R Milner 1.6 Lotus E 2 m 27.2 s R Staples 4.2 Jaguar E Type 2 m 24.4 s J Elmes 1.2 EE GSM Ford 2 m 20.6 s D Lewis 1.4 Malock U2 Min 11 Ford 2 m 17.0 s



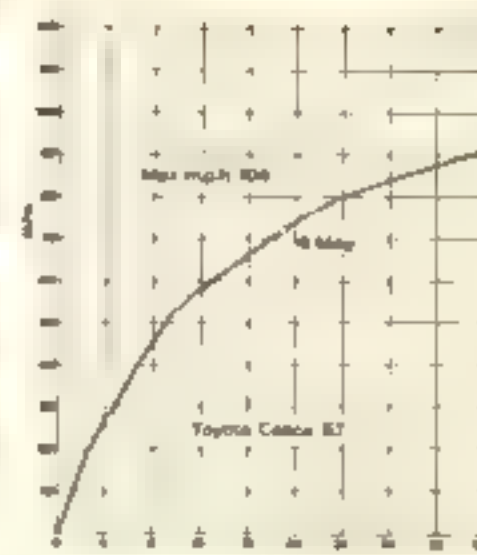
ROAD TEST REVIEW

SPECIFICATION AND PERFORMANCE DATA

Car tested: Toyota Celica 1400 Coupé ST 2-door 4-seater Price £1614 including tax
 Engine: Four-cylinder 85 mm x 70 mm (1588 cc) Compression ratio 9.4 to 1 113 bhp (gross) at 6000 rpm Pick-up: overhead valves Two 16-in. choke down draught carburettors
 Transmission: Single dry plate clutch Five speed all synchromesh gearbox with central change ratios 0.861 1.0 1.384 2.022 and 3.587 to 1 Open propeller shaft Hypoid rear axle ratio 4.111 to 1
 Chassis: Combined steel body and chassis MacPherson front suspension with coil spring struts lower wishbones and anti roll bar Rear recirculating ball steering gear live rear axle on trailing arms and Panhard rod with coil springs and telescopic dampers Servo assisted twin rear brakes with front discs and rear drums Belt on disc wheels fitted 165 13 in radial p.p. tyres
 Equipment: 12 volt lighting and starting with a generator Speedometer rev counter ammeter oil pressure water temperature and fuel gauges 7 in x heating demisting and ventilation system with electric heated rear window Two speed windscreen wipers and washers Flashing direction indicators with hazard warning Radio Reversing gear
 Dimensions: Wheelbase 7 ft 11.5 in Track (front) 4 ft 2.8 in (rear) 4 ft 2.6 in Overall length 13 ft 7.9 in Width 5 ft 5 in Weights 1987 lb
 Performance: Maximum speed 104 mph Speeds in gears 4 feet top 102 mph Third 77 mph Second 53 mph First 28 mph Standing quarter mile 18.5 s Acceleration 0-30 mph 4.8 s 0-50 mph 9 s 0-60 mph 13 s 0-80 mph Fuel consumption 28 to 32 mpg 23.6 s 0-90 mph 34.4 s



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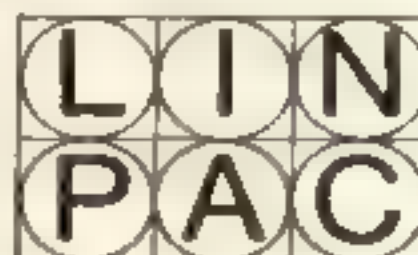
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Somewhere there is a small office with a notice on the door which says Diabolical plots and contentious theory Manufacturing Co." Out of this small bureaucratic backwater come all the things which plague the lives of honest people. I'm sure that VAT, Irish politics, black power statements and most of the new ideas in motor sport have all stemmed from there. As nobody seems to be cheating any more than anyone else on things like homologation, recognition of standard options and the like, the Minister of Stirs (wooden spoon and bar) has issued a directive to the DPCT Mfg Co. who have promptly created similar thoughts in the minds of the French road authorities, Swedish Rally organisers, Monte Carlo Rally organisers and, believe it or not, in the minds of the Safari Rally organisers. The thought is to ban the use of studded tyres for rallies which on the face of it seems like trying to promote brighter cricket by handcuffing the batsmen and the bowlers.

In the middle of the Monte Carlo Rally, someone called a meeting to which the press were invited and it comprised an open discussion between a representative from the French Ministry of Roads, M. Jean Walgrave from the Group of French Stud Manufacturers and Importers and representatives of various tyre companies. I am not quite sure who was running the meeting but it seemed to be the CSI. I was under the impression that it was to relate specifically to studded tyres and the sport, but to start with, the Ministry man and M. Walgrave put their opposing points of view at some length and it was only their light-hearted banter about how much studded tyres used up the French roads that kept the interest. The thing was then passed over to the tyre manufacturers to say whether or not they could come up with a tyre that was equally safe to drive on snow and ice without the use of studs.

Sig. Barasal of Pirelli kicked off by saying that he did not think that studded tyres were so good, for if you had to take enough studs to efficiently deal with ice, then it became dangerous to run on normal tarmac roads with them. He quoted his own regular trip out of Milan up into the mountains to ski where 90 per cent of the journey required ordinary plain tyres and the studs only came into use for the last few kilometres up to the hotel. If he used tyres with just small studs, then they reduced his grip on the 90 per cent and yet weren't long enough to deal with the last bit any more effectively than a good plain tyre. He thought that rallies were living dangerously for they were allowing the use of studded tyres which were illegal in most European countries. He pointed out with some veracity that Pirelli had already done a lot of development with tyres designed to work well on snow and ice without studs and he proposed that all tyre manufacturers prepare special tyres and let them be tried out by a panel of drivers.

At this point, it all became like something from the Whitehall Theatre with the French Continental representative jumping up waving some special tyre to say that his company already had the answer. He produced a handsome young colleague who leant into the witness box and started to read from a prepared technical manifesto that would probably have taken another two hours had it not been for an impromptu station break from the gent whose name I didn't catch whose speciality was remoulds and he had entered the Monte Carlo on them and they were fabulous and his car was outside if anyone would like to. . . . He wasn't actually carried out babbling but it did silence the Continental man. Michelin and Dunlop had little to say except that in theory, they thought they could design a good snow tyre though the Dunlop man did point out that messing around with tyre mixes would eventually become as expensive as studding.

Henri Greder representing the RPA brought the meeting round to a more profitable discussion when he pointed out that all that had been said in the previous two hours related to normal use of studded tyres. What he wanted to know was how much rallies had



RALLY RECORD

JOHN DAVENPORT

"their main concern was to lower the cost of their rally and were depressed that a ban on studs would not mean a cheaper tyre."

damaged the roads? Had anyone gone and looked at the Turini start line? As far as he was aware, hundreds of rally cars pulling away on full studs for years had hardly scratched the surface. Of course, if there was to be a national ban on the use of studs, then rally drivers would have to obey the law, but if rallies were to be forbidden to use studs unilaterally, then someone had to show that rallies were wearing out the roads. The Ministry man admitted that he was speaking about general road usage and he was interested to learn that regular rally roads didn't seem to be worn as much as one would have expected. He pointed out that the French government didn't want to ban the use of studded tyres on rallies but that if the deterioration of the roads in general continued and the stud manufacturers didn't come up with a solution as to how they could reduce—not necessarily eliminate—this wear within three years, then a general ban would be considered.

Jacques Chelnisse from Renault Alpine pointed out that the sport was a laboratory to find out the best things for normal driving. Thus rather than see rally organisers ban studs and cause the sport to suffer, it should be better to give competition a chance to provide a solution. Michel Ferry representing the Monte Carlo organisers started talking about certain areas and roads being permitted to use studded tyres and vice versa but it was quite clear that although this would be an ideal situation for the Monte organisers, he was prepared to accept all suggestions. Several people did say that they thought any check on the number or length of studs was undesirable but then there were others who thought it the only way. The meeting terminated amicably enough but without anything being clearly decided.



The Kleber-shod Sclater/Davenport Escort.

Later in the week, I talked with some of the members of the BPICA which is an advisory committee of the CSI and they were quite certain that, contrary to popular opinion, the CSI was not on the point of banning studded tyres in all its championship rallies for 1974. I must say that I feel that can only be a wise decision for despite the claims of the tyre manufacturers—including my remould

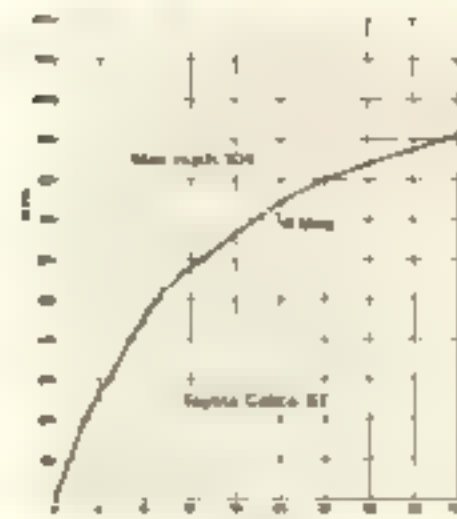
friend—no tyre without studs can be said to be safe if one has to drive on ice or packed snow. In those conditions, it is just the studs which give the grip and no amount of clever tyre design or skilful mixing of rubbers is going to save you if you get on to some of those great lengths of sheet ice going down St Sauveur. In any case, it should be emphasised that the French road authorities are not thinking of banning studded tyres for at least three years and even then only if the stud manufacturers can't come up with a less abrasive type of stud.

In any case, the Monte organisers have considered some form of limitation on the studs used during their rally. Michel Ferry said as much at the conference but he also pointed out that they hadn't come up with any particularly good suggestions. Their main concern was to lower the cost of their rally to both works and private entrants and he frankly was depressed with the news from Dunlops that a ban on studs would not mean cheaper tyres. There was some hope that the tyre companies and the organisers could "homologate" certain tyres with a certain number of studs of a pre-determined length so that a car could choose one type of tyre and have to use it throughout the rally, but the problem is again one of policing it to ensure that the law is being obeyed.

It is my opinion that it would not be so difficult to impose and enforce a rule which limited two things; the overall length of the studs and the maximum number permitted in each tyre. Two marshals at the start of each test would pull one stud out at random from a driven wheel and measure it with a set of micrometer callipers and then place a plastic window over the tyre and count the studs within it. A different window would be needed for each diameter of wheel and would represent say one-twentieth of the circumference so that multiplying the number of studs appearing in the window by 20 would give the number in the whole tyre. Both principles are random enough to preclude any likelihood of cheating while being quick enough to perform during the two minutes neutralisation on the start line. Anyone found with non-standard studding would be penalised five minutes as a first offence and sent back—in their own time—to change them if it happened a second time. It is a shame that the Swedish Rally has decided to run entirely without studded tyres this year for it would have been an ideal think-tank for ideas on stud limitations. As it is, they have alienated all those whose engines do not sit over their driving wheels and it remains to see whether it can be a real success or just a one-off gimmick.

The whole problem of studded tyres looks as if it is going to be with us for a time and it will only be resolved by some great technical achievement or by a political solution worthy of a Solomon. Whichever it is, it must be cheap for part of the problem surrounding the use of studded tyres is their exorbitant cost to cover a rally like Monte Carlo with all its combinations of snow/ice/tarmac calls for more expenditure on tyres than to do nearly all the other rallies in the calendar. Solutions please to the Ministry of Stirs, Digne By-pass, 04 France, written on the back of a new 500 franc note and before January 1974.

ROAD TEST REVIEW



TOYOTA CELICA

Car tested: Toyota Celica 1800 Coupe ST 2-door 4-seater
Price £1614 including tax
Engine Four cylinders 85 mm x 70 mm 1500 cc. Compression ratio 9.4 to 1 113 bhp 5000 at 6000 rpm
Pushing operated overhead valves Two twin-choke down-draught carburetors
Transmission 5-speed dry plate clutch Five-speed A-synchromesh gearbox with control change valve 5th 17:1, 18th 2.0:1 and 3.58:1 to 1. Open-peg gear shaft Hypoid rear axle ratio 4.11 to 1
Chassis Combined steel body and chassis MacPherson

SPECIFICATION AND PERFORMANCE DATA

Front suspension with coil spring struts lower wishbones and anti-dive bar. Rear using beam-riding gear. Live axle with coil-over dampers. Servo-assisted wheel brakes with front disc and rear drums. Boston 4-wheel fixed 165 3.00 rad 4.00 to 1.50
Equipment 12-volt lighting and starting with alternator. Power windows, door locks, mirrors, central door lock, remote fuel gauge, clock, heater, demister, 4-speaker stereo system with cassette, heated rear window. Two speed windscreen wipers and washers.

Fashing direction indicators with hazard warning. Radio. Power windows.
Dimensions Wheelbase 76 1/2 in. Track (front) 46 1/2 in. 1.44 46 1/2 in. Overall length 139 1/2 in. Width 56 1/2 in. Weight 1440 lb
Performance Maximum speed 104 mph Speeds in gears 1st 10.2 mph 2nd 21 mph 3rd 31 mph 4th 41 mph 5th 51 mph Standing quarter mile 18.5 s Acceleration 0-10 mph 4.8 s 0-50 mph 9.1 s 0-60 mph 12.5 s 0-100 mph 23.8 s 0-100 mph 34.4 s Fuel consumption 28 to 32 mpg

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correspondence

Privateers

Monte perspective

I am surprised that John Davenport finds it strange the excluded Burzet competitors would be prepared to accept free entry for next year's Monte Carlo Rally (AUTOSPORT, February 1). Maybe to the privateers it means something different . . . to just participate! After all, their efforts cater for a lot of dedication and finances. The means they found to put pressure on the organisers may not be sophisticated, but then the organisers' attitude was not exactly that either. On the other hand, I am sure, slightly more solidarity on the part of the works drivers could have prevented a situation which has now set a bad example.

KIRKFIELD, WEST GERMANY

OLIVER BAER

What a complete mess!

How pleasing it is that someone of Peter Browning's status has dared to question the authority of the RAC. Perhaps Basil Tye will be happy when he can rub his hands together and produce statistics to show that there haven't been any accidents . . . because there won't be any tracks left!

And what a mess the RAC have made of the new Group 1 and Group 3 regs! Whereas club seasonal surveyor Ian Titchmarsh has never liked the GPs since before the first race was run, I am all for the basic idea of running standard production cars. There should be no homologation specials at all; not only that but the RAC should not look to the FIA homologation lists at all to draw up a list of cars (or manufacturers for that matter). Any standard car that was or is sold in this country in sufficient numbers should be allowed to take part, so long as it remains standard.

In Group 3 the situation is ridiculous. All the expensive, exotic cars are in the RAC's published lists, cars that are unlikely to be driven on the tracks by their wealthy, company executive owners. Why on earth aren't some of the well-established models of the small British manufacturers included, plus some out of production, so long as they are to standard specification?

Perhaps it is about time the BRSCC, in conjunction with the BARC, BRDC, BTRDA and MCD, took over the control of motor racing sport in this country. Even the AA deserve a chance; they couldn't do worse.

MAIDSTONE, KENT

MIKE KITTLEWELL

To add — or not to add?

I have neither the experience nor the technical knowledge to question the statements made in Laurence Sultan's letter (February 8) about oil additives but I have had very satisfactory results from one particular oil additive.

In the engine of the car which I compete with from time to time, Wynn's All-Purpose Friction Proofer gave noticeably smoother revving and a reduction in cam-follower wear when compared directly with a period of running without this additive. This was noticeable to the extent that the butterflies on the Webers had to be closed to obtain the same slow running only moments after adding the Wynn's to a hot motor. I have also used the

same additive to improve a notchy and reluctant new ZF gearbox, the effects being almost instantaneous without detriment to the synchromesh; the gearbox has since seen considerable trouble-free service and after an oil change without the addition of Wynn's it reverted to its unpleasantness only until Wynn's was added again.

This and the later additive from the same manufacturer has had beneficial results on many cars which I have handled and although I was, as one who had engineering training, sceptical of the makers' claims, I am now convinced. I made two trips to the Lake District last year with the family barge, a 1968 Morris 1800. The first at a steady speed gave 23.5 mpg, the second, without any alterations or tuning but the addition of Wynn's, gave 27.5 mpg for an identical cruising speed.

I have no connection with Wynn's, nor have I a sales arrangement. I buy mine over the counter and have been very pleased with the results which cannot be compared with those which I have obtained using GTX. I am simply, truthfully and positively sure he is correct in describing another similar product, much more widely advertised, as being just a thickener. I am sure, however, that he could not claim the same for Wynn's.

GREENS NORTON, NORTHANTS

ROBIN REW

Penny plain, tuppence . . .

Your reports of the Monte Carlo Rally and the Argentine Grand Prix were both excellent in their different ways, but what struck me most was the contrast in the pictures. The GP scene appeared ultra-clinical (as if the pictures were taken at a test session) and there was not a spectator to be seen. Perhaps there weren't any! (Of necessity, they were practice pictures—Ed.)

The Monte shots, on the other hand, were all-action, with practically every car fully crossed-up and the driver working hard at it. What's more, there were loads of enthusiastic spectators cheering them on, in the most outlandish places at all hours of the day and night. There must be a lesson here somewhere.

Thank heaven you have got Pete Lyons to write your GP reports as he is by far your most entertaining correspondent.

BRAINTREE, Essex

BRIAN JOSCELYNE

Fire regs — unreasonable

We have today read in AUTOSPORT (of February 8) of the possibilities of Cadwell Park, Rufforth, Croft and Lydden being closed due to "inadequate fire fighting facilities." As two amateur club drivers we consider this to be a very unreasonable suggestion because we would far rather race at Cadwell Park with all its natural hazards than the Armco jungle of Silverstone.

As competitors in modsports and Formula Ford we feel very strongly that whether a circuit is safe or not should be left to the discretion of the driver who chooses to race there and not be the subject of regulations applicable to a Formula 1 projectile which would not even grace the paddock with its presence let alone be driven on the racing tarmac.

It is surely more sensible to impose restrictions on the type of cars raced on circuits, as suggested by Peter Browning, and for the RAC to issue appropriate graded licences. It is a fact that there are a lot of drivers who feel this way and we know that if these four cir-

cuits were to lose their licences then there would be a considerable amount of discontent among the club drivers.

We are also shocked to discover that entry fees have increased and assume this is to cover the cost of the Armco jungle. If this continues we will soon be priced out of motor sport along with many others.

NEW BARNET, HERTS

CHRIS ALFORD,
PETER MAY

USAC and F1 — shades of Monty Python

It appears to me that the Grand Prix world is trying to rival Monty Python and be as silly as possible. Python succeeds in being silly and brilliant; the Grand Prix world is just being damned silly. What is all this rubbish about having libre races instead of Grands Prix? Nobody in his right mind wants to go to a Grand Prix and see F2 and F5000 cars. Now with hordes of new F1 cars being built, USAC cars are invited. From all sides I hear of imminent poverty, so who is going to pay them? Grand Prix racing is for F1 cars. What is the point of building safety F1 cars if they are going to race with F2, F5000, USAC and sports cars which presumably are considered dangerous by the new F1 standards? It makes no sense; I fear all are going mad.

All these silly associations and unions should be disbanded immediately. Motor racing once was a world of individuals—now it is gangs trying to force their views upon others. All this squabbling over money and talk of boycotts is extremely detrimental to the sport. Is there no honour left? F1 teams should get on with racing F1 cars and not talk a lot of nonsense, claiming they are unable to make a big profit. If McLaren and others are only concerned with profits, they should get out and leave those who race for more than money. Welcome, von Opel!

While my pen is hot, I say we don't want naughty Stewart and his men to be responsible for any more circuits like Ricard which is a bore to drivers and spectators. Practical new safety rules for circuits, carried out with consideration for all those concerned, are fine but as has happened in other fields, the instigators, realising their position of power, make unrealistic demands, are oblivious to opposing views and in achieving their aims destroy the object they set out to improve.

I am going to enter my Chevron B21, my 25/30 Rolls-Royce and my Penny Farthing in the British Grand Prix. I expect £5000 starting money for each.

ALVA, CLACKS

ANDREW D. T. FLETCHER

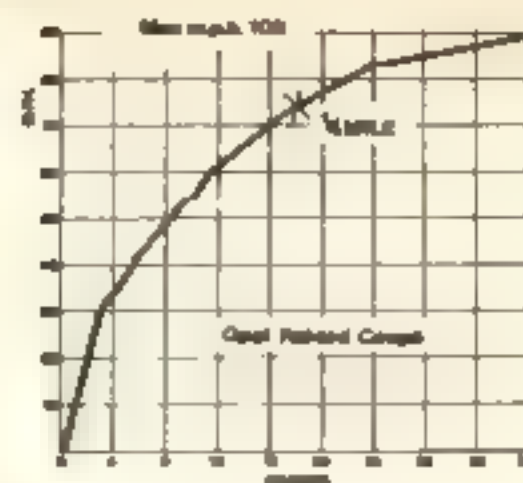
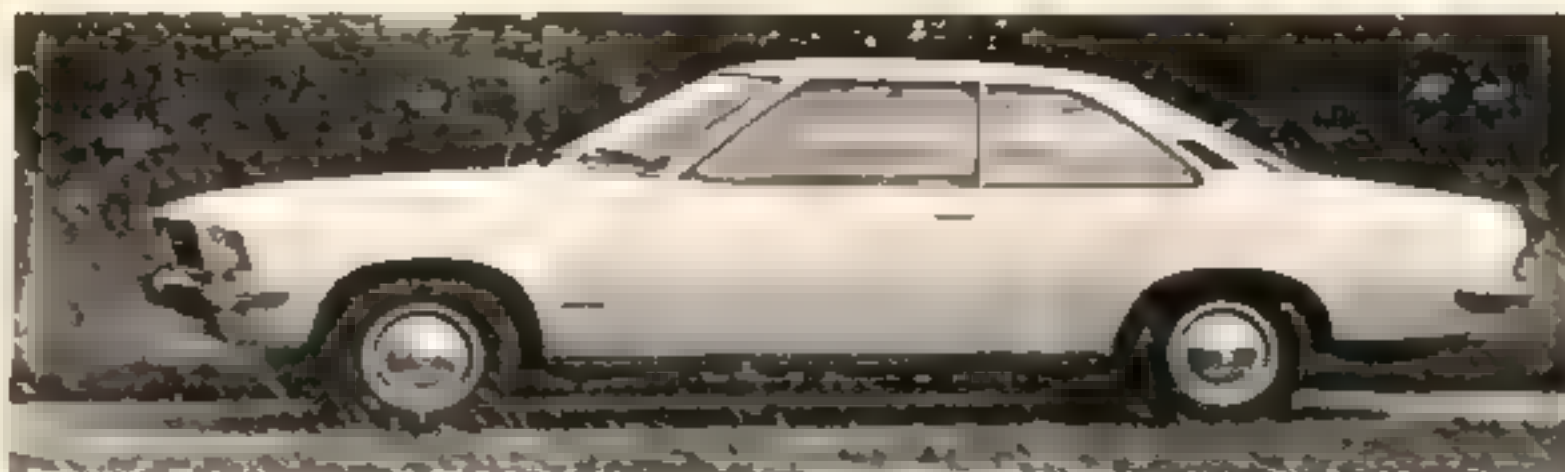
Midland TV — an injustice

It looks as if the Midland TV people, who have been telling Mo Nunn that the F1 Ensign is the first F1 car to be built in the Midlands since 1912, are suffering from a bad attack of slipped timing (Pit & Paddock, February 8). They must have forgotten that the 1923/25 GP Sunbeams were built at Wolverhampton and there cannot be anywhere more Midland than that. The Midlands should be jolly proud of the Sunbeams too, they were the only British cars to win a Grande Epreuve up to 1957.

HOVE, SUSSEX

DAVID VENABLES

More Correspondence on page 29



OPEL REKORD COUPE

SPECIFICATION AND PERFORMANCE DATA

Cap Tested. Opel Rekord Coupe price £1875.00 including tax.
Engine Four cylinders, 93 mm x 69.8 mm (3.987 cu in) Compression ratio 9.8 to 1 97 bhp (incl) at 5200 rpm Overhead valves with chain drive camshaft and rockers Twin choke Sole air down draft carburettor
Transmission 5 ng 4 dry plate clutch 4 speed all synchro mesh gearbox with centre change ratio 1.0 : 1.366 : 1.556 and 1.428 in 1. Hybrid rear axle ratio 1.89 to 1

Chassis Combined steel body and chassis independent front suspension by wishbones incorporating anti dive coil springs and anti roll bar Rear coil spring bar steering gear Live rear axle on five links and coil springs Telescopic dampers 4 round Servo assisted twin disc brakes with front discs and rear drums. Bottom disc wheels fitted 175 SR 4 radial ply tyres
Equipment 12 volt lighting and starting Speedometer clock water temperature and fuel gauges heating, demisting and ventilation system 2 speed windscreen wipers and washer. Flashing direction indicators reversing lights and 6 extras

Dimensions Wheel base 8 ft 9 in Track (front) 4 ft 8 1/2 in (rear) 4 ft 7 1/2 in Overall length 15 ft 1 1/2 in Width 5 ft 6 in Weight 1 ton 3 cwt
Performance Maximum speed 103 mph Speeds in gears 1st 85 mph second 54 mph third 33 mph Standing quarter mile 18.0 s Acceleration 0-30 mph 12 s 0-50 mph 8.2 s 0-60 mph 11.3 s 0-80 mph 27.0 s 0-90 mph 37.5 s
Fuel Consumption 25 to 28 mpg

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For the record

AUTOSPORT's publication on January 25 of the 1972 lap records has caused considerable confusion where sports GT racing is concerned.

Your records published for sports GT cars completely ignored the biggest class of the year, the up to 1300 cc class. This was the best supported, keenest-fought class of the only British Sports GT championship last year, the Castrol/MN series. In addition, there were other sports car races (notably a six-race series at Silverstone) which included the 1300 class.

However, your records survey saw fit to mention only the up to 1150 cc class and not the up to 1300 class for sports car racing—despite the fact that the 1150 cc class was defunct at most British circuits and only about six races were run to this class during the whole season. The RAC Motor Sport Yearbook's mention of the 1150 cc class was unfortunate, as the BARC, BRDC and RAC had all agreed to the change to 1300 cc early in 1972, and the 1150 class had no bearing on the championship.

Without wishing to belittle Martin Raymond's very fine achievements, Mike Kettlewell is erroneous in crediting Raymond with 12 class records for 1972. Thruxton, Crystal Palace and Mallory Park all state they ran no 1150 cc racing during 1972 and have only 1300 cc records. Other circuits state they have records for both, except for Brands Hatch who for reasons best known to themselves will not publish a 1300 record despite two rounds of the Castrol/MN Championship being run there in 1972.

The BARC and circuits involved have confirmed the following lap records for up to 1300 cc sports GT cars—perhaps AUTOSPORT would be good enough to set the record straight and publish them, giving credit to those who worked so hard for them during the season.

Crystal Palace: Lynden Thorne (Aldon-BRM) and John Calvert (Royale-DBRE), 58.4 s, 85.88 mph.

Mallory Park short: Les Aylott (Ardur-Ford), 39.8 s, 90.45 mph.

Mallory Park long: John Calvert (Royale-DBRE), 51.4 s, 94.19 mph.

Oulton Park: Lynden Thorne (Aldon-BRM), 1 m 38.4 s, 83.77 mph.

Thruxton: Lynden Thorne (Aldon-BRM), 1 m 27.4 s, 87.04 mph.

LONDON, SW11

MARK COLE

AJSACA

As chairman of the AJSACA (Anti-Jackie Stewart Armchair Critics' Association), I would like to inform your readers of its existence and how they can become members. First, I might point out that no one can become a member unless he meets the following requirements.

1. the applicant must be a practising John Young Stewart Armchair critic, ie, one who sits at home occupying his time writing to the press criticising JYS's every move. Incidentally it doesn't have to be fair criticism—on the contrary, it is far more fun to put an unfair and derogatory slant on any JYS action that one might choose to attack.

2. He has to be entirely unpatriotic and support fervently the likes of Belgian J. Ickx (at least he is prepared to race at that wonderfully dangerous Spa-Francorchamps circuit), and that rather silent Brazilian, E. Fittipaldi. No doubt Emerson (we always call him by his christian name) will grow more vociferous as his English improves.

3. he has to be a sadist for all of us in the association go to races in the hope that there will be a nasty accident. An AJSACA member has to be willing to campaign against safety precautions such as the far too effective Arcon barrier, and to complain bitterly when the money being spent on safety isn't being spent on much more important items such as

spectators facilities. After all, it is much nicer to watch a car crash into some trees whilst in relative comfort, than to watch a car merely spinning onto a run-off area while one is cold and wet and half submerged in Brands Hatch mud.

4. he must be a man who dislikes making money (unfortunately very few exist), as it is our policy to begrudge any money that JYS makes, obviously we mustn't be rolling rich ourselves!

If you think that you fulfil the requirements and would like to join, please ring I. M. A. Nobody at Neasden 8824. By the way, if you do join, please don't let anyone know that you are really only jealous of JYS as it would give our little game away!

NEASDEN

I. M. A. Nobody

(Name and address supplied.—Ed)

"Superhen"

How appalled I was to read in your most excellent news media that Brian Henton is going to be the John Player F3 Champion of 1973 (February 8).

Does my memory deceive me, or didn't the self-same person predict that he would also be the champion of FSV at the start of the 1972 season? What the hell happened to that prophecy?

If "Superhen" believes that he will rule the roost in F3 he can't have seen much F3 last season. Perhaps he thinks he will be up against the same type of sporting-clean driving type, that he competed against during 1972 and must have forgotten the Mad Dog Malone type of person that does F3—far differently from the type found in the gentlemanly scene of FSV.

As to being future F1 World Champion, he should remember that action is greater than words!

HATFIELD, HERTS

ANTONE NEIRAO

CRDA hit out

We are sure we echo the sentiments of all other users of club racing only racing circuits when we fully endorse the opinions of Peter Browning of the BRSCC (AUTOSPORT Editorial and Pit & Paddock, February 8).

While we are very much in favour of any move which may make our racing safe, we cannot agree with the latest RAC fire fighting standards, which can only put more load on the already stretched finances of the small circuits, with the effect of an all round increase in the costs of racing. Mr Browning's alternative proposals (eg, compulsory seat belts and flameproof clothing, limited amount of fuel carried in club racing cars) would be far easier to implement, and in our opinion far more effective in increasing club drivers' safety than the RAC's fire points every 200 yds. While this may mean a little more expenditure for some drivers, this must be more acceptable than a further increase in entry fees for competitors and spectators, brought about by the increased costs to clubs for circuit hire, which would result from the cost to circuit owners of providing the RAC's fire fighting facilities. The alternative would of course be to close down the small circuits altogether, as they would be unable to absorb the extra expense, causing club racing as we know it to decline or cease. This would deprive the RAC of one very significant portion of its income. Is the RAC really out to cut its own throat?

It is very important for the voice of the club driver to make itself heard, as if there were no club drivers there would be no future British GP drivers. By all means let the Grand Prix drivers bargain for their requirements at Silverstone and Brands, but please RAC, do not deprive us of circuits we are quite happy to use just because the elite few would not be prepared to race there. As far as the circuits themselves are concerned, would it be any great loss to Lydden, Rufforth, etc. not to be allowed to stage international races?

Great Britain is, after all, a democracy, and surely we cannot allow a few people at the RAC to take away a source of enjoyment to us by imposing restriction in our circuits which we have not asked for? May we propose that we take Mr Browning's challenge to the RAC one step further and hold a meeting between the RAC and representatives of the club drivers. We would suggest that Mr Browning, representatives of circuits likely to be affected and any other interested parties also attend. We shall keep you informed of any developments.

BRIGHTON, SUSSEX

DAVID WILSON,

EDWARD UPTON, BILL THOMSON,

CLIVE ELLIOTT, ROBIN MEAD

General Council,

Club Racing Drivers' Association.

Give it a chance

I am sure most modsports drivers—and enthusiastic spectators—will agree with Peter Richings (February 1) that it is indeed a great pity that there is so much less in the modsports calendar this year.

However, I am also sure that such a firmly established and sizeable branch of competitive motoring should have been more able to look after its own interests, look at itself critically, and ensure that its appeal remained strong to the all-important sponsors. To attack a new series, which hasn't even started yet, as the sole cause of the decline of modsports is surely not only short-sighted but destructive and is not going to help solve anything.

More important, it pre-supposes that in terms of financial expenditure, the two events are going to be comparable—forecasting in fact that the professionals will invade G3 as they have G1, blueprinting, trailing to meetings and all.

If indeed this is Peter Browning's concept of G3, then I will be very disappointed and can only agree with Mr Richings' argument that the two series will be competitive rather than complementary. Should the G3 series develop in this way, then I am convinced that there will be strong and widespread support for a separate class for the true "amateur"—as indeed proposed for G1 in your Editorial last week. Surely it is not beyond the ingenuity of the organising clubs to arrange this?

Now, should G3 be made to remain "amateur," or include such a class, then it will most certainly fulfil a need that modsports does not. Is it not the capital expenditure that must be found to compete in modsports that excludes many potential competitors from the circuit? It will provide true low cost motor sport, a series of events for competitors who can drive their cars to the circuit, and with a minimum of basic preparation, race the car that they go shopping in with a chance of getting among the points.

The MGCC has for many years been combining both prodports and modsports events with considerable success. I have competed in my "shopping" MGB in a number of "prodports" events which have provided entertainment certainly for the drivers and I hope for the spectators at absolutely minimum cost.

Success of course depends on drivers complying with the spirit of the regulations (unlike some single-seater series!) but if this form of prodports can be offered, there will be room for both mod and prod in a structure of events truly designed to cater for the widest range of needs.

ST ALBANS, HERTS

JOHN TARGETT

Want to swap?

Would any readers in Europe care to exchange GP programmes for CanAm ones or Canadian GP ones. I am interested in both British and Continental GPs. Just drop me a line at the following address letting me know what you have and I'll let you know what I need and what I have for exchange.

1227 CHEVERTON AVENUE,
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KEN CREPPIN

From strength to strength

By MIKE KETTLEWELL

Graham McRae was without doubt the star of Formula 5000 in 1972. He won the Tasman Cup series, walked off with the SCCA's L&M Continental Championship in the United States and would have won the Rothmans European Championship as well but for a change in the FIA's flag-signalling system which didn't work. At the beginning of 1972 the Jo Bonnier-inspired decision to abolish the oil flag and substitute the yellow resulted in McRae being disqualified as winner of the first Rothmans round at Brands Hatch. He had overtaken erstwhile leader Brian Redman under a waved yellow flag and, although it was being waved for oil instead of an incident, the penalty for such an infringement was disqualification. The extra nine points would have made McRae the Rothmans champion, giving him the F5000 Triple Crown.

The Rothmans title went to Dutchman Gys van Lennep who drove a Surtees-Chevrolet TS11 for Jackie Epstein's Speed International Racing team. Although van Lennep only won two of the 14 rounds to McRae's five, the Dutchman's consistent driving resulted in many place results which ultimately earned him the title.

If you include the SCCA's Formula A series 1973 sees the sixth season of racing for the 8-litre, stock-block-engined single-seaters now universally known as Formula 5000s. The formula is very well established in the United States, while it provides the ideal category for the Tasman series as visitors from the United States and Europe can challenge the local New Zealanders and Australians with equal machinery. As far as Europe is concerned we are about to enter the fifth and by far the most important year in the formula's turbulent history. No longer is Formula 5000 the much maligned Cinderella category; now that people have stopped comparing it with Formula 2, it has found its niche near the top of the list of the many single-seater formulae that exist.

(This year the very existence of Formula 5000 is a trump card as far as Grand Prix organisers are concerned: if the Formula 1 teams fail to reach agreement with race organisers there is a possibility that Grand Prix could be opened to F5000s as well as Formula 2s, LSAC Formula machines and the Formula 1 teams which refuse to toe the line of the Formula 1 Association. This is unlikely of course.)

However, let us try to forget politics. Possibly it might help if we also tried to forget some of the European F5000 races held in 1972 as well, for the formula still had its fair share of problems last year, namely lack of entries—or, to be more specific, lack of top quality drivers and cars, especially in the mid-season races which clashed with the SCCA's L&M Continental Championship rounds. It is difficult to pinpoint the exact cause of last year's problems, but one can repeat the old problem of lack of money and, perhaps more significant, the hammering the formula endured in the press until recently. Drivers, entrants, sponsors and race organisers had become very wary of Formula 5000, some even openly predicting its demise by the end of the year.

Almost magically the atmosphere changed in August when John Webb issued MCD's draft proposals for the 1973 season. Instead of gloom and despondency there were smiles again within the F5000 ranks. Not only did the revised rules skilfully allow existing machines to continue, but there was an open invitation to Ford and BMW, to name but two, to join in by allowing their extra-special 1973 Group 2 engines to be installed in single-seater chassis. Added to this, there was a further increase of prize money and this change of atmosphere has attracted more sponsors (Shell, Radio Luxembourg, Barclays and others joining Servis, Flame Out, Duck-

hams, STP, etc). Even Ford are backing what has been for many years a Chevrolet-monopolised formula by announcing a bonus scheme.

Something which in the past put off some F5000 entrants was the fact that many of the championship rounds were little more than glorified club meetings. This year John Webb has taken the gamble of promoting F5000 in a much bigger way: it is the star attraction at the important Summer Bank Holiday Brands Hatch meeting, at the Gold Cup Oulton Park meeting and is once more being mixed with Formula 1 at the non-championship promotions at Brands Hatch and Silverstone.

Currently five manufacturers offer competitive F5000 cars for sale. The Chevron B24 is the most expensive at £5,750 as a rolling chassis, but its specification includes the F1 type deformable structure. The Lola T330 and March 73A both sell at £5,650, while the Trojan and the McRae GMI cost £5,500 apiece. The flat-sided Lola, March and Trojan cars can be fitted with the deformable structures without too much difficulty. Chevrolet engines are available from Alan Smith and Race Engine Services in this country, Morand in Switzerland and Bartz, Traco and Boldhoff in the United States. Prices start from around £3,250, with Morand's reputed to be the most expensive at over £4,000 since the fitting of the E-Fuel injected engines are around £1,000 extra. There is no news of the price of Ford's Cosworth-developed, 24-valve V6 or even when it will become available.

The Ford Boss V6 has only been used successfully in the United States, Bartz having produced a competitive unit last year used by George Follmer. The Rover V8 seems to have died a natural—what a pity British Leyland doesn't have a flourishing Competitions Department! The boys at Abingdon could have produced a 32 valve engine for Group 2 and F5000.

Lola, currently the world's most prolific racing car manufacturer, aim to produce almost 30 T330s this year, which isn't bad considering they originally intended to lay down a run of 12! Two are for Australia, five for Great Britain and at the time of writing the orders from United States totalled almost 20. In Britain Lola's attack will be spearheaded by the two Shellport Luxembourg (née Speed International Racing) T330s for Gys van Lennep and Tom Bello. Guy Edwards, Ian Ashley and Australian Colin Hyams also plan to participate in the Rothmans series. Across the Atlantic Carl Hogan has ordered a pair for David Hobbs and

Brett Lunger to drive and they intend to race in the opening Rothmans rounds before going to America. Carl Haas is to run two Lolas for Brian Redman and Reine Wisell, and it appears that Chaparral's Jim Hall is involved with the development programme. Roger Penske had a T330 chassis adapted to take an American Motors engine for Mark Donohue, but it caught fire in a workshop at Riverside. The project was therefore dropped. Roy Woods is to run two cars for drivers to be nominated; the names of Graham Hill and Tony Adamowicz have been associated with this project.

Chevron's B24 proved a winner last year and this year's updated production version has good representation in Europe. Tony Dean has bought a pair of Chevrons for himself and American Bob Brown to run in Europe, Steve Thompson will continue with the prototype and Belgian Teddy Pilette also has one. Peter Gethin is to race a works-backed car for Doug Shierson Racing in the United States (and perhaps the opening British rounds if it is completed in time). In all, Chevron expect to build about eight cars.

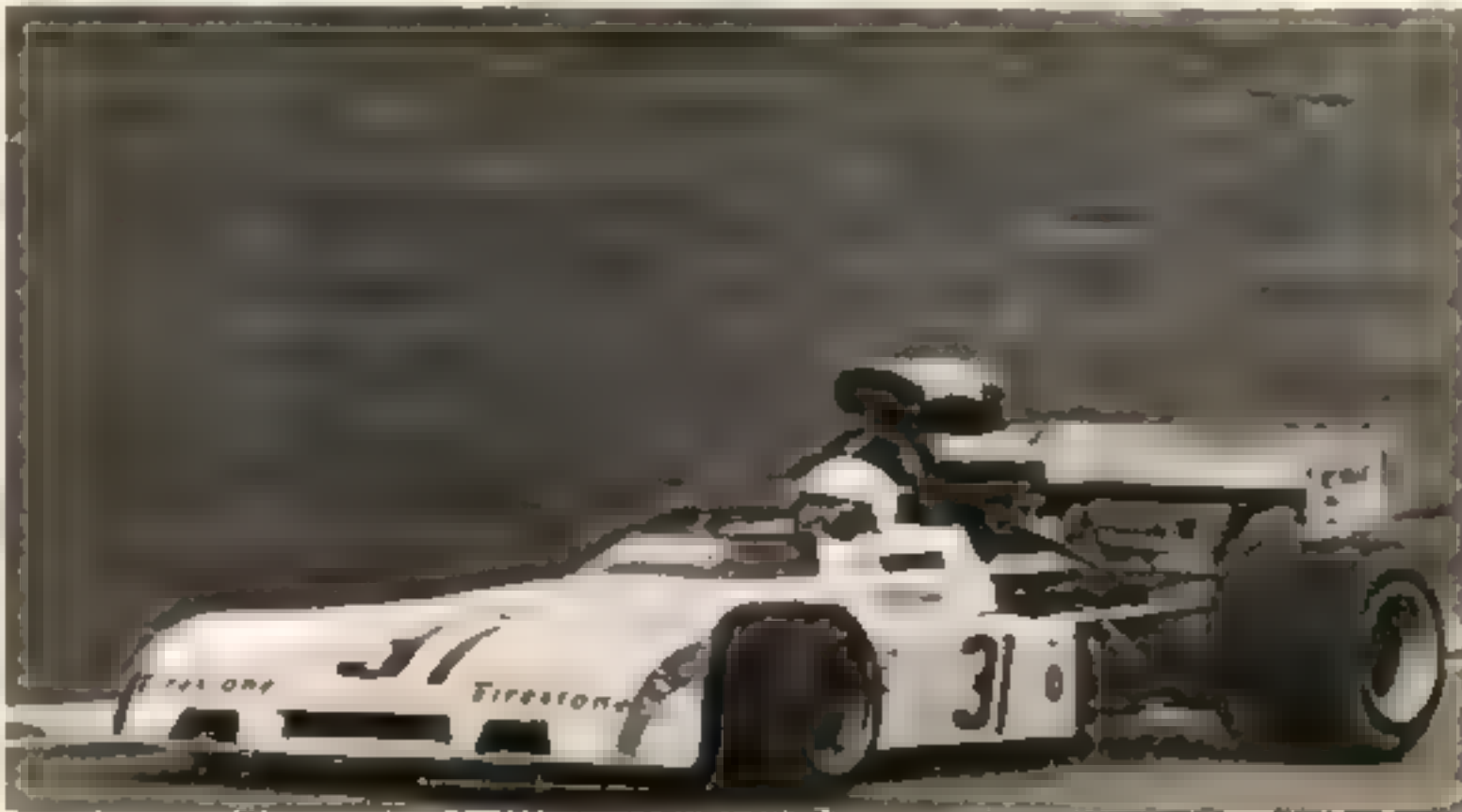
Graham McRae is to run STP-backed works cars in both the L&M and Rothmans series. His current Tasman machine is to be used in Europe and a new one built up for America. Alan Rollinson and Jock Russell are likely to run their McRae GMIs in Europe and there are customers in the States. Before the American season starts the production run of GMIs should be up to the dozen mark at least.

March hope to be building around five of their 73As which Max Mosley says are the most sophisticated F5000s that can be bought. John Gunn's car, the prototype, was seen at the Racing Car Show. Trojan's exciting new machine should be a winner considering Ron Tauranac has been hired to assist with the development work. A works car is likely to be run in Europe and the United States while Keith Holland, who has carried out the initial testing, is the first customer. Clive Baker is likely to buy one to take to America and Sid Taylor may buy one instead of a Chevron B24 for Jody Scheckter to race in America.

Surtees appears to have stopped building the TS11. But the name will still appear on the entry lists this year as Clive Santo is racing the ex-van Lennep TS11 for Shellport Luxembourg and Ray Allen is to conduct the ex-Save Thompson TS6 for Alan Brodie. However, once his new factory at Edenbridge is complete one would expect John Surtees to resume building F5000 cars.

Anyway, enough of the prospects. The Editor wanted a review of the 1972 Formula 5000 scene, meaning the Tasman, Rothmans European and L&M American series. We can forget the local championships in Canada, South Africa, New Zealand and Australia for the purpose of this article, but they at least show that Formula 5000 is indeed an international category even if some of the

Keith Holland, seen here in the ex-Redman Chevron B24, has a Trojan in 1973.



local interpretations of the finer details differ (The cancellation of the ban on fuel injection in Europe for 1973 means the American based cars are eligible to run in the Rothmans rounds)

Tasman Series

The annual Tasman Cup series always enjoys a good following, even though the days of New Zealand and Australia hosting the Grand Prix stars' winter holidays are over. Sadly, however, there are problems down-under as well as in other parts of the globe with bickering over money (to be precise, the lack of it), publicising the series and the travelling schedule that would leave even an American tourist exhausted.

Nevertheless, the 1972 Tasman series interested Lola, Surtees, McLaren and Leda. The main story was the arrival of reigning Tasman Champion Graham McRae with his brand new toy, the Leda LT27 GMI. Low and purposeful, it was based on the BRM P160 theme and incorporated many ideas that had fermented in the mind of New Zealander McRae, who is as good an engineer as he is a racing driver. Graham "sold" his project to Malcolm Bridgland of Malaya Garage who had supported Len Terry's F5000 Ledas since 1970 and, frankly, was disappointed with them. In effect, McRae's ideas were put on to paper by Terry in order to get the prototype completed in time to be flown over to New Zealand. In mid-December several Trojan McLaren parts were employed.

McRae duly won the Tasman Cup series. Although the gear linkage fell apart early in the first of the eight rounds, Graham sped to victory at Levin, Wigram, Surfers Paradise and Sandown Park to clinch the title before the final round had been run.

For Lola, who sent three cars down-under it was a poor Tasman series. Frank Gardner was scheduled to head a two-car works team with wealthy Australian businessman Niel Allen emerging from retirement to rent the second car. A third Lola T300 had been sold

to New Zealander Graeme Lawrence. Gardner won the first round at Pukekohe but crashed in the second when the engine cut-out, taking the wrecked Lola to Australia to be rebuilt around a new top. After taking three second places in the Australian rounds Gardner suddenly decided to quit F5000 racing and returned to Europe before the final race was run.

Allen's Lola was written-off during testing at Surfers Paradise prior to the season commencing, a loose union caused total brake failure. It was rebuilt in time for the four Australian races at the end of the series when Bob Muir took over the drive. Lawrence's T300 was involved in a nasty crash in the first round at Pukekohe when it collided with backmarker Bryan Faloon's Porsche-engined special; both cars were destroyed, Faloon was killed and Lawrence seriously injured.

McLaren had a worse time. David Hobbs had been hired to race an updated version of the 1971 M18 car renamed the M22. (The M18 was itself an updated version of the successful 1970 M10B, although it was never as successful.) Hobbs found the car a disappointment, although he managed to make it reasonably competitive as the series drew to a close and won the final round at Adelaide International Raceway. By that time the car had been redesignated an M18B, a "real" M22 being prepared for the European season.

Surtees had intended to give the new side radiator TS11 its debut in the Tasman Series, but Mike Hailwood destroyed it during a test session at Brands Hatch. A Formula 1 TS9 monocoque was hastily adapted to TS8 F5000 specification and rushed down-under in time for the November 1971 Australian Grand Prix when John Surtees drove it. Hailwood inherited the machine for the Tasman series but was never happy with it. He scored two seconds and a third before crashing in the wet Teretonga round and writing it off against a service truck. A TS11 monocoque was flown out and built up to TS8 spec before the following

Sunday's Australian round, a terrific feat on the part of the Surtees mechanics. This car was not sorted either, but although Mike failed to win a Tasman round he was second in the points table to McRae thanks to a good finishing record.

Of the local cars, Frank Matich's own Matich A50 with its Repco-modified Holden V8 engine provided McRae's chief opposition. However, Matich won only one round, at Warwick Farm. Repco engines were also used by the three Elfin MR5s of works drivers Garrie Cooper and John McCormack plus privateer Max Stewart. New Zealander David Oxton drove the locally built Begg FM4 with Chevrolet engine and gained some place results. Australian engine expert Peter Molloy provided Kevin Bartlett with a hot engine for his McLaren M10B to win at Teretonga and before the series was out Molloy had also breathed on the engines of Gardner, Hobbs and Hailwood.

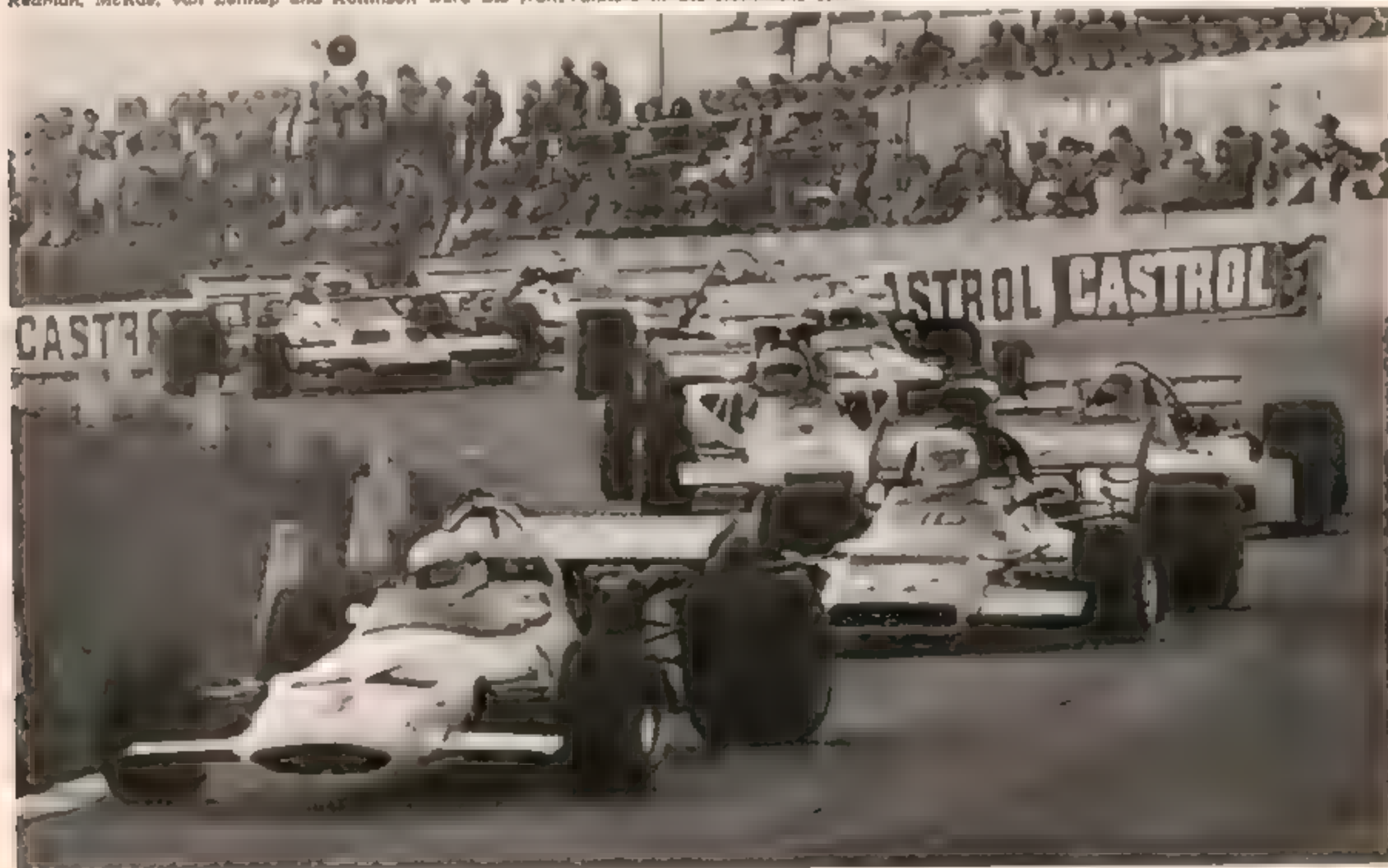
Championship results: 1. Graham McRae, 29 pts; 2. John Surtees, 25; 3. Frank Gardner, 25; 4. David Hobbs, 25; 5. Mike Hailwood, 25; 6. Bryan Faloon, 25; 7. Bob Muir, 25; 8. David Oxton, 25; 9. Max Stewart, 25; 10. Garrie Cooper, 25.

Rothmans Championship

For various reasons the Rothmans series was more British than European. The only proper European race was at Nivelles on a cold and windy April weekend, although the Mondello Park round in May was strictly speaking "foreign" as well. Gone was the traditional Hockenheim mid-September date, while Monza also failed to host a Rothmans round. The Salzburgring date in October was cancelled as the organisers had lost a packet running a 2 litre sports car race. There was talk of a round at Dijon Prenois, but this came to naught.

The Rothmans calendar listed 14 championship rounds and entrants also had the opportunity of running in three non-championship F1 races plus the Rothmans 50,000 at Brands Hatch on August 28. However, from the time of the Showboat onwards it became apparent that few top people were seriously interested in running in the Rothmans series, despite an

Redman, McRae, van Lennep and Rollinson were the front-runners in the Rothmans series.



adjustment in the prize funds which meant that more money went to the winner — £1,500 in one of the major rounds or £750 in the case of the short-distance rounds.

With Frank Gardner retiring from single seater racing after the Tasman Series as he considered himself "too old and too cautious" there was no reigning champion in F5000. As 1971 runner-up Mike Hailwood was committed to Formula 1 and Formula 2 for Surtees we had to look for new faces. These were few and far between, and the situation was gloomier when it came to 1972 machinery only seven new cars actually raced at all. At some meetings there were but two latest-model cars and the only time all seven appeared was at Brands Hatch in October. Consequently, victories were often scored by two- or three-year-old machinery. Brian Redman in particular making Syd Taylor's 1970-model McLaren M10B a race winner.

Lola gave works assistance to Alan McKechnie who ran a Duckham's-sponsored T300 with Alan Smith engines for Alan Rollinson. Despite periodic modifications and test sessions with Frank Gardner, niggling problems prevented Rollinson being the serious threat everyone expected. However, Alan scored two runaway victories at Mallory Park in March and Brands Hatch in September and amassed sufficient place results to be a close fourth in the hotly-contested championship. In the final round at Brands Hatch in October Frank Gardner came out of retirement to give the new 1973 prototype Lola T330 an airing (it was a good excuse to help keep Frank at the top of the Tarmac British Championship table) and was a competitive third behind Redman and McRae and ahead of champion van Lennep and Rollinson.

Some older Lolas appeared. Ian Ashtey performed wonders with Rocky Plumridge's WMC Marketing sponsored Lola T190 1 (the 1970 model with the 3 in extra wheelbase), bounding more modern machinery in this decidedly vintage-looking machine. Former Monoposto king Chris Featherstone bought the ex Gardner Guthrie Lola T190X (Gardner's much modified 1970 machine on which the T192 was based) in mid season but failed to im-



Rothmans champion Gije van Lennep in the Speed International Surtees TS11

press. (It was still reasonably competitive, however, as Keith Holland qualified it for the Rothmans 50 000.) John Bowtell, Martin Ridehalgh, John Coulter and Max Reinhard appeared in Lola T142s but should have stuck to fibre racing.

Surtees had no works or works-supported team. Their only representative with a new car was Jackie Epstein's Speed International Racing who ran a TS11 with Alan Smith engines for Dutchman Gije van Lennep. Like Rollinson, van Lennep managed only two wins, but his place results were better so he won the championship from the long-time absent Redman and the commuting McRae. To

give credit where it is due, van Lennep tried very hard with the TS11 but wasn't helped by tyre, overheating and handling deficiencies beyond his control. Epstein had an option on a secondhand Surtees, but lack of sufficient sponsorship decided him to use a couple of secondhand McLarens for his other drivers.

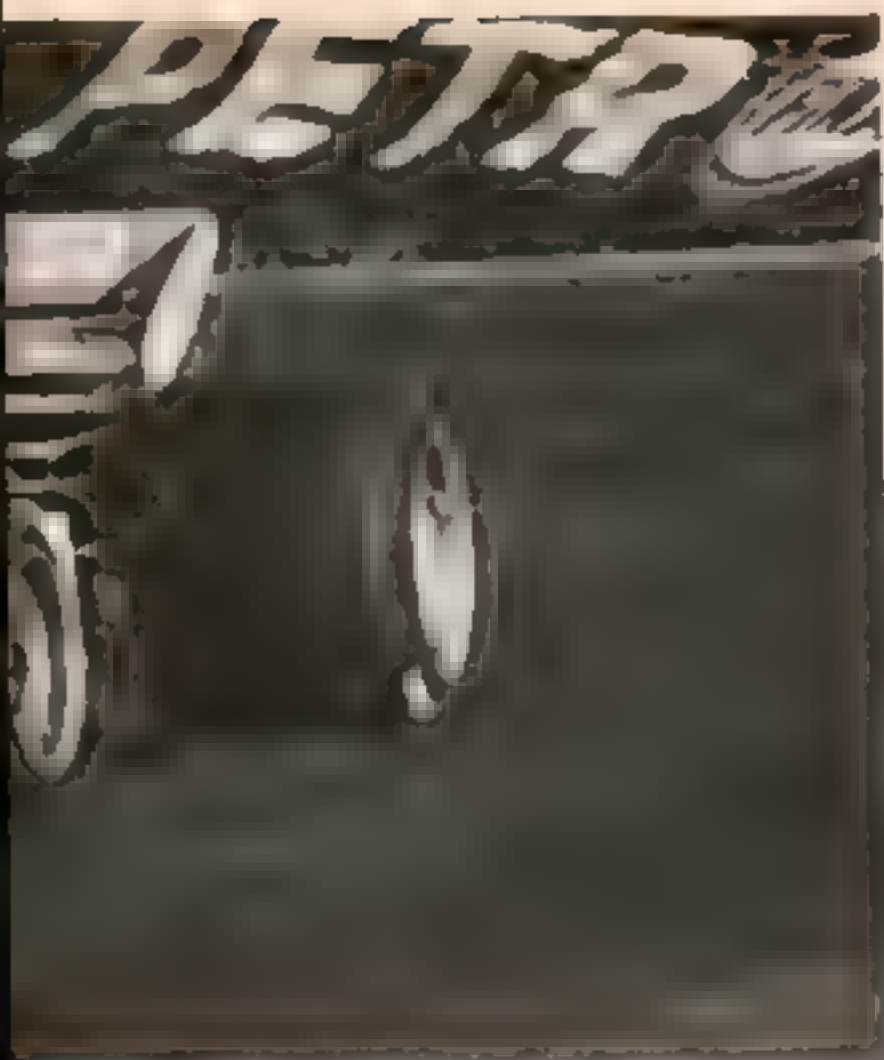
Hervé Bayard bought the ex Hailwood Surtees TS8 but raced it (uncompetitively) only once before deciding to concentrate on European hillclimbing (he also installed a Ford DFV engine.) Alan Brodie bought the ex works McKechnie TS8 and after scaring himself once at the same Mallory meeting hired young Steve Thompson for the rest of the year. The likeable Thompson was probably the find of the year in F5000, winning the terribly wet June Mallory meeting and pleasing now-found sponsors, Servis Appliances.

The Leda set-up was confusing. Keeping his STP sponsorship, Graham McRae flew the prototype to Europe following his highly successful Tasman series, but it took him some while to find his winning streak. At Brands Hatch he "won" but was disqualified for the yellow flag incident featured at the beginning of this review; at Mallory Park the engine failed in practice; at Snetterton the water hose burst as the race started. However, his short-stroke Morand Chevy mill buzzed overtime to provide walkaway wins at Brands Hatch, Nivelles and Silverstone until the car was shipped over to the United States for the L&M series. A new car was built in time for the Spring Bank Holiday Oulton Park meeting, but the engine ingested a stone while being warmed up and Cassius McRae failed to start. Using the new car in Europe when there were no date clashes with the L&M series, McRae won at Brands Hatch, retired at the sodden Silverstone regatta, won at Oulton Park and was second at the final Brands round. Third place in the Rothmans table was a poor reward for his efforts.

From July onwards Graham's cars were labelled McRaes. With backing from London insurance broker John Heynes, Graham bought Leda Cars from Malcolm Bridgland and took over the Poole, Dorset, factory. Not surprisingly Len Terry quit. The official works Leda team was a flop. Works driver Trevor Taylor's original car, displayed on Showboat, was sold to American customer Evan Noyes (who practised it at the March Mallory meeting before returning to the States) and the replacement failed to materialise until Silverstone. After three troubled outings the car was taken over by McRae as part of the takeover deal and sold to Scotsman Jock Russell who was a good fifth at the wet Silverstone meeting. The surviving 1971 Leda LT25 was practised by a frightened Steve Matchett at Silverstone in

Graham McRae leads the field on the pace lap at Snetterton.





April and was never seen again. Even older Leda LT22s of 1970 vintage were fortunately only hillclimbed or sprinted by their new owners.

Trojan's F5000 production line trickled to a standstill in 1972, fortunately, it seems, only temporarily. The Belgian Racing Team VDS ordered an M22 for Teddy Pilette and until it was completed at the end of May he drove the ex-Redman Hobbs M15B. Despite powerful Morand motivation, neither car was terribly competitive although Pilette achieved seconds at Snetterton and Nivelles with the older car early in the year. Two M18s were campaigned by Speed International Racing. Ray Allen usually drove the ex-Norinder car but was never happy with its handling, while the second car, the ex-Ganley machine sponsored by the Kent Messenger, was driven by Ray Calcutt and Tony Lanfranchi on occasions.

Many of the trusty old McLaren M10Bs of 1970 vintage appeared on the scene. Brian Redman drove the ex-Broadspeed car hastily bought by Sid Taylor at the beginning of the season and used until the end of May when the new Chevron B24 was ready. Redman proved what an excellent driver he is and what a wonderful car the old M10B is by winning at Brands Hatch, and Mondello Park, although there was little he could do about McRae's Leda. Keith Holland modified his old M10B to be McRae's in 1971 and despite a shoe-string budget which meant preparing his own engine was remarkably competitive. He sold it to Clive Baker who appeared briefly on the British F5000 scene at the end of the year. Holland also built up another M10B from the car he dunked in the lake at Mallory Park early in 1971 and sold it to Chris Oates, who has yet to appear in F5000.

David Prophet continued with his trusty old M10B of 1970 vintage, although it had to have a new tub mid-season when it caught fire in the workshop. With Morand power, David had his car well wound up when everything went right. Bob Howlings bought the ex-Pink Stamps McLaren M10B and raced it at Mallory Park in March before selling it to Clive Santo, who often had to soft-pedal for fear of bursting the shoe-string budget on which he ran. Guy Edwards was seen from time to time in John Butterworth's M10B, Cvd Williams also drove it once at Mallory Park. Frenchman Pierre Soukry bought Teddy Pilette's old M10B and cruised round at the back of the field in several rounds. Another McLaren user was Tony Dean who converted an ex-works F1 McLaren M14A to F5000 specification but appeared infrequently.

The new Chevron B24 caused a sensation on its maiden appearance at Oulton Park in

May. Entered by Sid Taylor and driven by Brian Redman it won the Rothmans round by a clear minute and in the following F1 event showed some Grand Prix drivers a thing or two. Sadly (for British racegoers) Sid took the car to America, but it arrived back in October. Redman retired when leading eventual winner McRae at Oulton Park when he became involved with someone else's incident but a week later at Brands Hatch he led from start to finish, driving superbly to fend off a hard-charging McRae.

March were represented for the first time in F5000 by John Cannon's F2-based 725, a diminutive car which failed to live up to its expectations. After winning pole position for its first outing at Nivelles, Cannon and others were convinced that overnight the heavy-weight Chevy-engined Ironmongery had become obsolete. This was far from the case although the March proved nimble it could not beat the heavy brigade, despite a close second place at Silverstone in the rain. Added to that its alloy Oldsmobile Rover engine proved fragile.

The only other serious effort in F5000 during 1972 was by Tony Kitchiner's small outfit. With Gordon Spice finding sponsorship from Powmatic Heating & Ventilation Kitchiner built up the Kitchmac on a shoe-string budget around a McLaren M10B tub. With an ex-Leda Alan Smith Chevrolet engine, Spice proved a potential winner in some of the early-season races, winning pole position at Mallory Park and leading at Snetterton until the suspension broke and sent the Kitchmac into the bank. Eventually the money ran out and the car had to be offered for hire. John Kendall drove it at Mallory Park, Watkins Glen and Brands Hatch. When Tom Wheatcroft put some money into the kitty in October so his boy Roger Williamson could earn some Tarmac points the car still proved competitive. Lack of finance also killed Kitchiner's Rolls-Royce engine project, which must be a White Elephant now unless Rolls homologate a car for Group 1.

Jack Russell ran his Ford Boss-engined Lotus 70 for the third season. Immaculately turned out as always, it never featured in the results and Jack eventually bought a McRae in order to become competitive. Fred Saunders' Crossle Rover 15P also appeared for its third year, Fred's sponsorship plans for a Surtees having fallen through. Fred eventually sold the car in May after cheekily taking three sixth places with the heavy old car. The Kincaid Ford, originally built in 1965 but hardly used in F5000 for various reasons was taken to Nivelles by Max Reinhard but felled on the warming-up lap of each heat. Dave Berry tried hard with a 1965-based 31 litre Rover-engined Brabham BT16 21B when the scrutineers weren't too fussy.

To sum up the European F5000 scene, it is true to say that the formula looked like fizzling out until the decision to announce

ambitious plans for 1973 was made in August. One must also applaud Rothmans for staying with the formula since its inception and through rough times. And didn't the season finish on a high note with two spectacular Redman v McRae battles at Oulton Park and Brands Hatch in October?

Championship positions: 1. John Cannon, 2. E. A. F. Cannon, 3. John Cannon, 4. John Cannon, 5. John Cannon, 6. John Cannon, 7. John Cannon, 8. John Cannon, 9. John Cannon, 10. John Cannon.

L&M Championship

If in Europe Formula 1 strangles its own throat Formula 5000 is waiting on the sidelines to take its place, similarly if CanAm carries on consuming dollars at the rate it is at the moment it is likely to be starved to death and be replaced by Formula 5000. In the United States the F5000 scene is very healthy with lots of competitive cars (imagine a grid comprising nine Lola T300s, a Chevron B24, a Surtees TS11, two McRae GMIs, two Lotus 70s, a March 725 and assorted Lolas, McLarenas and Eagles of slightly earlier vintage as at Riverside in September), sufficient competitive drivers and L&M gold.

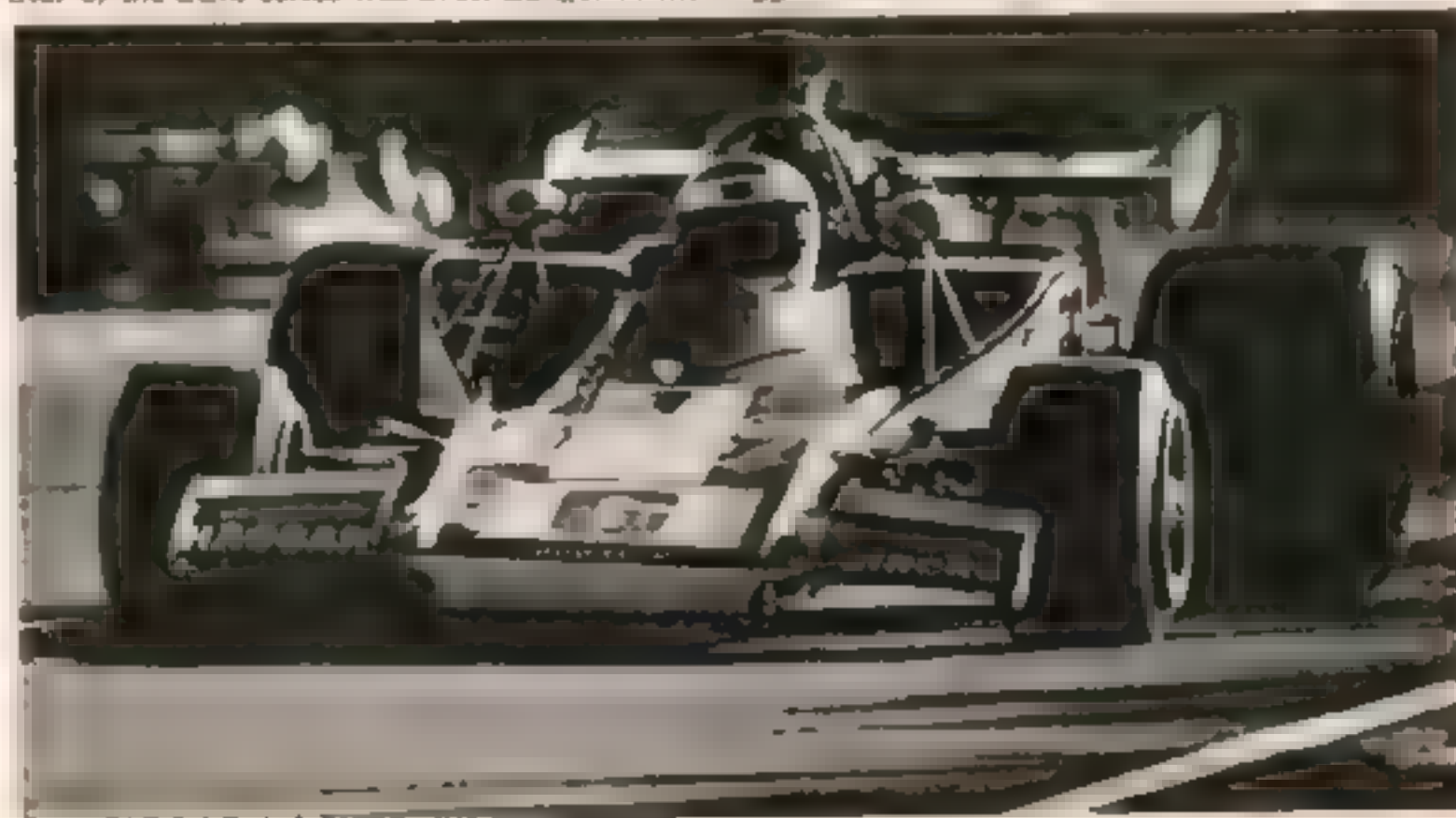
Unfortunately, however, the SCCA adopted a highly complicated points system to determine the aggregate placings of the two-heat races. It was based on the number of starters in each heat and on more than one occasion appeared unfair. What's wrong with the old aggregate time and total number of laps completed basis?

The Americans prefer fewer races with more money than the British, hence an eight-round series worth a total of \$365,000 (approximately £150,000) compared to the Rothmans European series of 14 races worth £47,940 plus the four non-championship races with F1 cars worth another £11,280, a total of £59,220.

Graham McRae won the L&M series driving the prototype Leda. The hard-charging New Zealander won three of the rounds and was well-placed in four others. His success was all the more meritorious when one considers that Graham did not have many trouble-free races (see Autosport, November 30) and with carburettor engines not only was he slightly down on power compared to his major rivals but the throttle response out of corners was not as good as with a fuel-injected engine. Cassius' Morand-prepared engines were giving around 480 bhp compared to some of the Americans' 500 bhp or more.

Favourite for the series was British driver David Hobbs, who now makes a nice living thank you in the States after wasting several years in Europe trying to get a Formula 1 drive (if David had been French or Australian with only half the amount of skill he would be in F1 now). Hobbs, 1971 Formula 5000 champion, was signed to drive a Hagar Stacks-sponsored Lola T300s run by Carl

Star of the L&M series was Brett Lunger in the Hagar Stacks Lola T300



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Major F5000 winners of 1972

[illegible]

Hogan. Team-mate was Brett Lunger. Sadly, disaster seemed to strike Hobbs in almost every round and he had only one troublefree race, the second, which he won. Lunger, however, won two races and amassed sufficient points to take third place in the table to McRae; he was in a mathematical position to beat McRae in the final round, but a first-corner accident put paid to this.

Sam Posey's Norris Industries Surtees TS11 was usually in contention. Big Mouth Sam didn't win any rounds, but was usually well-placed and took second place in the points

table, Sid Taylor took both his Chevron and the McLaren to the States to give Brian Redman a crack at the championship. However, luck was not always on Brian's side—don't leprechauns work in America, Sid?—and although Redman scooped a first and two seconds to take fourth place in the championship (tying on points with third man Langer) he deserved better.

Canadian Eppie Wietzes (Lola T300) won the Donnybrooke round by dint of finishing third behind the Lola T300s of Hobbs and Hansen in one heat and second behind Peter

Gethin's Chevron in the other. Other people of note included George Follmer, first with a Ford Boss-engine Match A50 and later a Lotus 70. Formula B star Allan Luder with an equally unlikely car (to European eyes), a McLaren M18. Skip Barber's Formula 1 March-Ford 711, John Cannon's March-Olds 725, Lola T300 privateers John Gunn, Gus Hutchinson and Bob Muir and Lothar Motschenbacher's McLaren M18.

Mitschenbacher's McLaren M16
 Championship positions 1 Graham McPhee 87 2 Sam
 May 69 3 Bill Langer 60 4 Brian Redman 60 5
 John Watson 47 6 Skip Barber 44 7 Rothe
 W. Norbner 32 8 David Hobbs 31 9 Bob Muir 22
 10 Jerry Hansen 21

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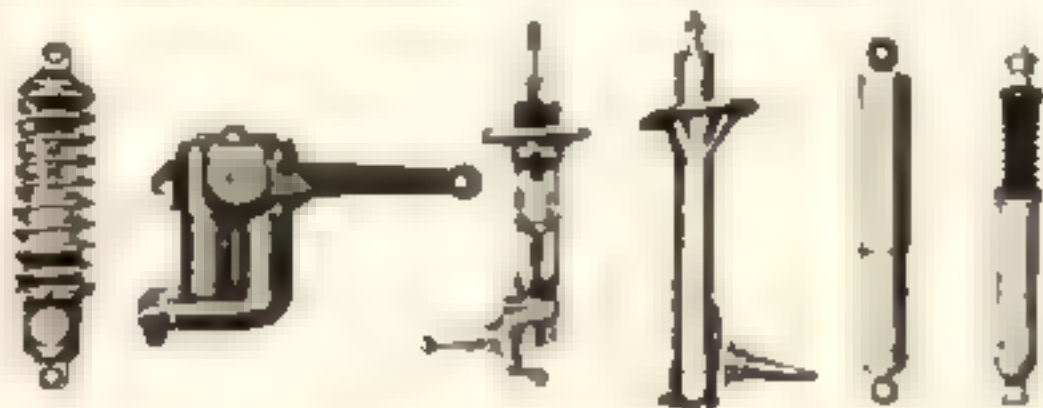
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Matich dominates after McRae's poor start

By GEOFF HARRIS

After procuring pole position late in practice Frank Matich, in the style expected of him by Australian fans, took an easy victory in the fifth round of the Tasman Cup at Surfers Paradise, Queensland. In pleasantly hot conditions he drew away from his rivals in impressive fashion leaving Graham McRae to overcome a poor start from the front row in his STP McRae OM1A and to retrieve a distant second place by lap 17. He finally finished in that position, some 32 s behind.

Max Stewart fluctuated between third and sixth, happy to finish in the money at last (in third), in a car that had to be treated fairly gently because of high engine temperature. Johnny Walker held an impressive second place until McRae's arrival to finish fourth with dodgy handling. The Surtees TS11B of Sam Posey came in fifth with John McCormack in the Ansett Airlines Elfyn Repco making a fine recovery to scrape home sixth.

ENTRY

After superhuman efforts most of the circus made Surfers with Graham McRae having found time to replace his tired NZ engine with a fresh Morand although he did sit out the unofficial Friday session awaiting his car while Matich, Stewart, Lawrence and McCormack put in some necessary sorting on the grass strawn track. Both Matich and Stewart recorded fastest of 1 m 7.4 s. Matich experimented with the venturise size of his cold air box and Max Stewart tried to ignore the overheating on his T330 Lola; in between time giving Kevin Bartlett's Lola T300 a bit of time on the track. Bartlett was there but the work in getting the car to the track left him totally exhausted.

The fourth Lola to make the series was

a new T330 for Sydney-sider Garry Campbell. Frank Gardner had interrupted his holiday in Sydney to come to Surfers to tend to his customers and spent some time trying to cure chronic overheating on Campbell's car. The big problem with the new car was that it was badly under-radiated for the hot Queensland conditions and a search for an extra radiator to mount piggyback fashion on one of the existing radiators, as used on Stewart's car, came to nothing; so he just had to live with it and be content with other modifications to get air volume. The remaining Lola, the Target-sponsored T300 of Warwick Brown fully intended to use Friday but a fire destroyed the electric and injection systems whilst the car was being rebuilt in Sydney. This forced the team to abandon those plans but they made Saturday with plenty of time

PRACTICE

The practice session midday Saturday, the first official one, was used by all the new arrivals purely as a sorting session. The air trip across the Tasman, where the cars had to be completely stripped, hurried assembly in Sydney and then the 600-mile haul to Surfers meant that most were happy to have been mobile, and that's about all most were!

Cousins Robinson and Thompson, having had no prior Tasman experience at Surfers to draw on, had a most frustrating first session. Robinson, in particular, had an uncooperative engine which they planned to change for Sunday and their newly acquired 15 in rears fouled the lower radius rod ends when the tyres compressed under acceleration and bump. The team reverted to 13 in still to find other handling difficulties which were resolved by the second session but then

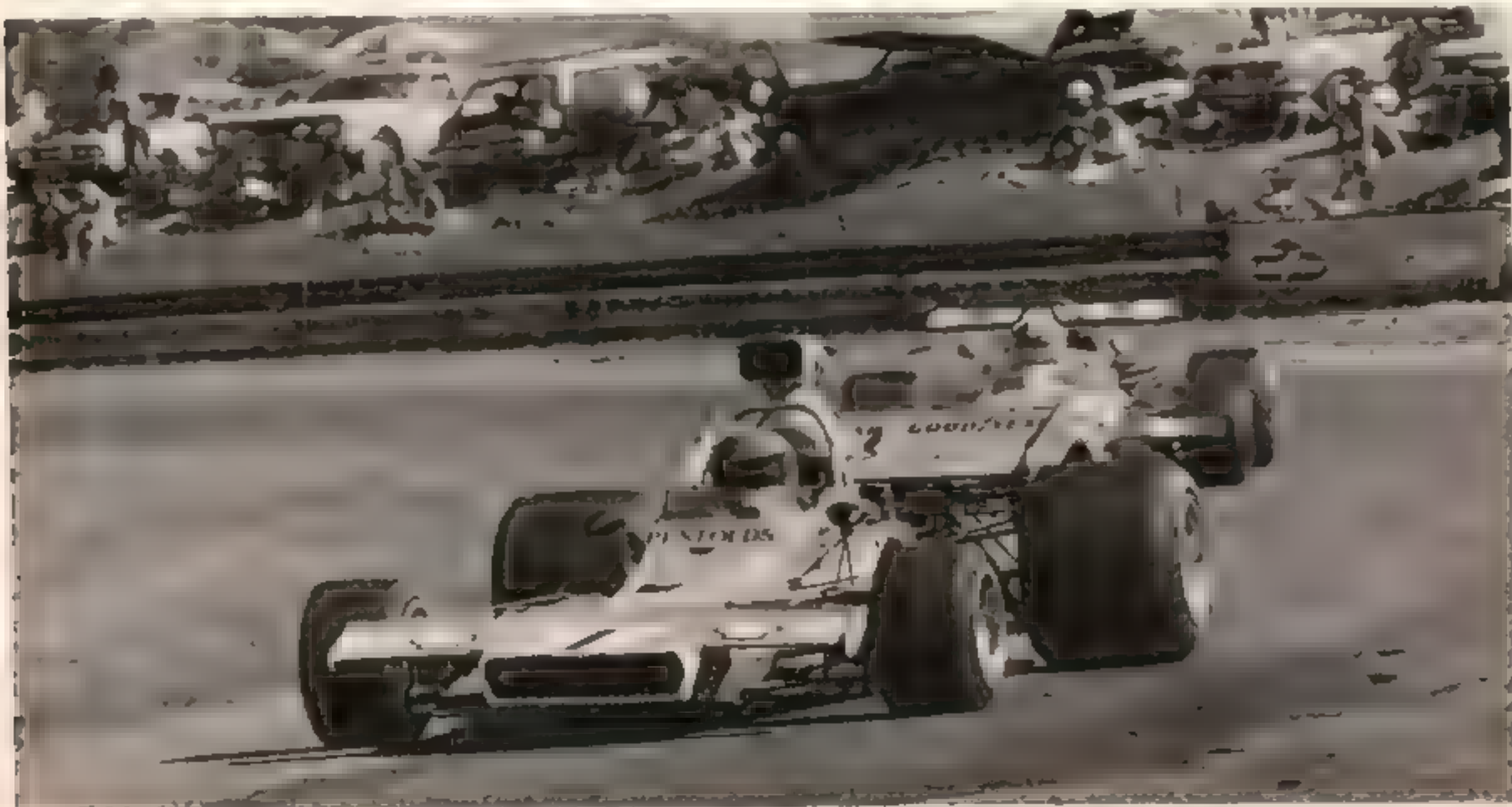
the engine went completely sour and would only run flat out, so Alan had to be content with 1 m 9.9 s. Thompson's trouble related to suspension problems only and when he felt he had it cured the RES/Morand Chev dropped a core plug from the oil gallery leaving the B24 Chevron idle at the back of the circuit for most of the final session. The new RES engine that was being saved for Warwick Farm will now be brought into early service. His first session time of 1 m 10.1 s put him next to Robinson on the fifth row.

Max Stewart put in a quick 1 m 8.1 s (considering his overheating) in the works Lola T330 in the first session before deciding he'd best repair the offending head gasket before the race, missing the last session. This time was quick enough for fourth fastest. Max's departure left Frank Gardner to give Kevin Bartlett's Chesterfield T300 some assistance throughout the troublesome second session although he was happy with his 1 m 9.7 s, considering his badly misfiring engine. He also planned to fit a new engine. Like Bartlett, Warwick Brown had softer springs fitted to the Lola between sessions, having an uneventful final session, except for running out of fuel, to record a slightly faster time than Bartlett of 1 m 8.6 s.

The needle match was very much between the two Tasman heavyweights McRae and Matich. McRae was easily fastest in the first session as Matich spent most of it repairing a dud injector pump. Both worked hard to attain pole and the 25 bottles of bubbly in the last session. McRae put in an early 1 m 6.8 s, which looked good enough as the Matich A50 was running very hot with a suspected holed radiator. However, Matich was able to coax the necessary performance from the Repco engine before it rejected all its coolant to pip McRae by 0.1 s. McRae, in fact, equalled this time but, alas, after the session was brought to a close.

Johnny Walker showed his appreciation of help from Frank Matich on Friday by setting a very unspectacular 1 m 7.8 s to complete the front row in his Matich A50 Repco. The TS11B Bartz of Sam Posey spent most of the first session going backwards. The car had been damaged en route to Australia causing handling difficulties but in the final session he was motoring well for 1 m 9.6 s occupying the fourth row which he shared with Campbell's still overheating T330 on 1 m 9.7 s.

Frank Matich dominated the event, winning pole position and taking victory by 32 s.



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Graeme Lawrence pronounced himself happy with both the TS15 Surtees and himself, as this is the car's and his first run since that fatal Pukekohe accident of '72 where poor Brian Faloon lost his life.

The Ansett Airlines of Australia Elfin of McCormack was joined for the first time by the similarly sponsored Elfin of Garrie Cooper Cooper, who will run in all the remaining races, stove in the new nose of the Elfin and spent much of the final session having it repaired. McCormack's Ansett Elfin was in all kinds of trouble, having fitted his first new engine for the series during Friday night. A valve spring broke part way through the last session, jamming the oil pump and stuffing all the big ends; so his hard worked crew planned to rebuild the engine overnight. The Ansett Elfins recorded identical times of 1 m 8.9 s to keep Bartlett company on row three. The McRae (née Leda) that Graham McRae used to such good effect last year was finding its way around Surfers considerably slower than has been accustomed so Dunlop occupied the last row with Takahara (Brabham BT36) recording 1 m 13.6 s and 1 m 15.1 s respectively

Walker 67.8	McRae 66.8	Matich 66.7
Brown 68.4	Stewart 68.1	
Cooper 68.9	McCormack 68.9	Bartlett 68.7
Campbell 69.7	Posey 69.4	
Lawrence 72.1	Thompson 70.1	Rollinson 69.9
Takahara 73.1	Dunlop 73.6	

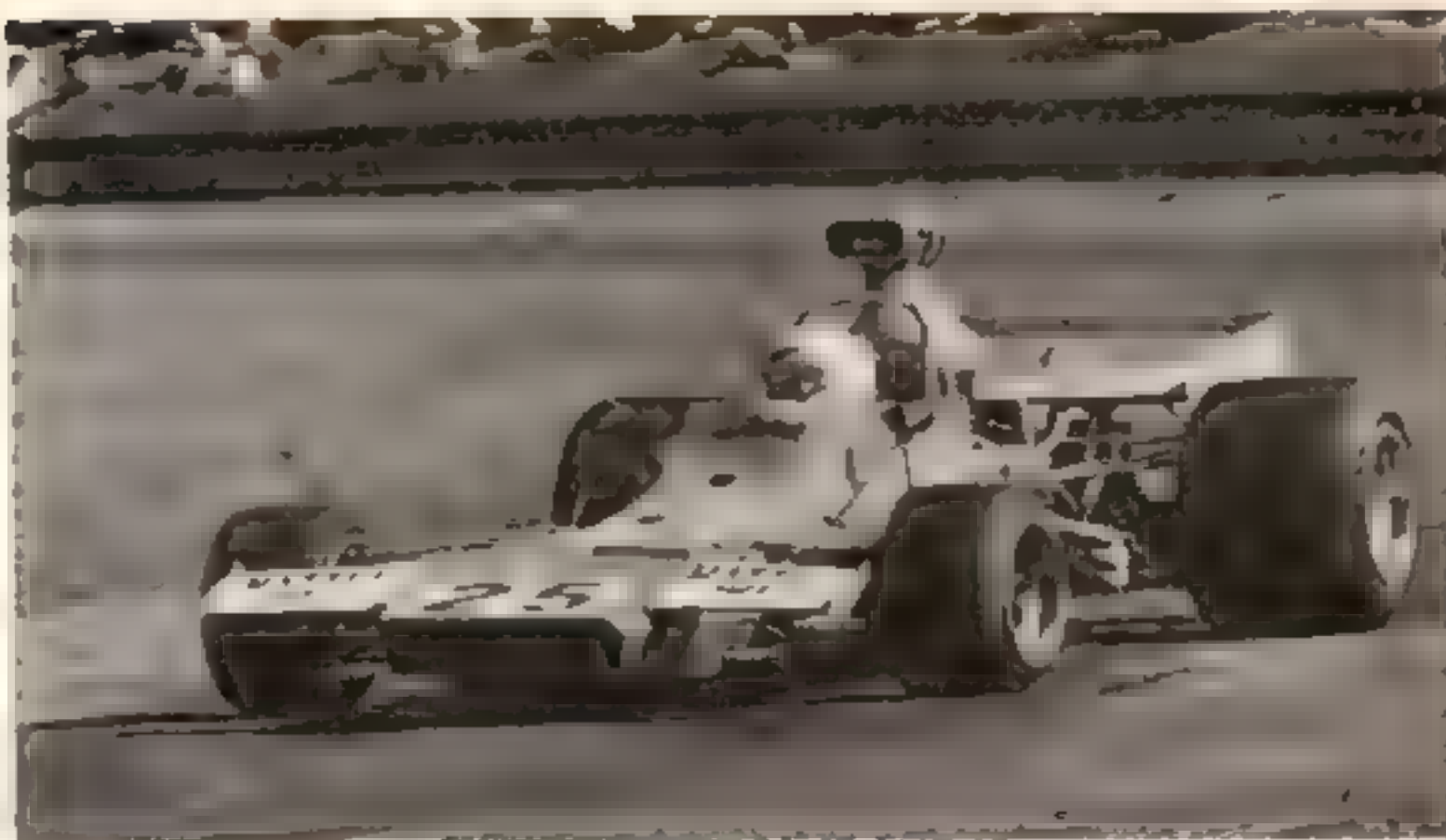
RACE

Raceday dawned much less humid but track temperatures were up about five deg centigrade; this perhaps being the straw that broke the camel's water line amongst those that suffered overheating problems in practice. Campbell was able to secure a new radiator for his T330 but with his crew up until 2 am repairing a broken valve spring, he thought it wise to let them go to bed. Rollinson and Thompson fitted new engines, the GM1 McRae with a Molloy rebuilt Bartz and Thompson a brand new RES of which much was expected. Matich and Bartlett had new heads fitted to their respective cars and Matich also changed radiators.

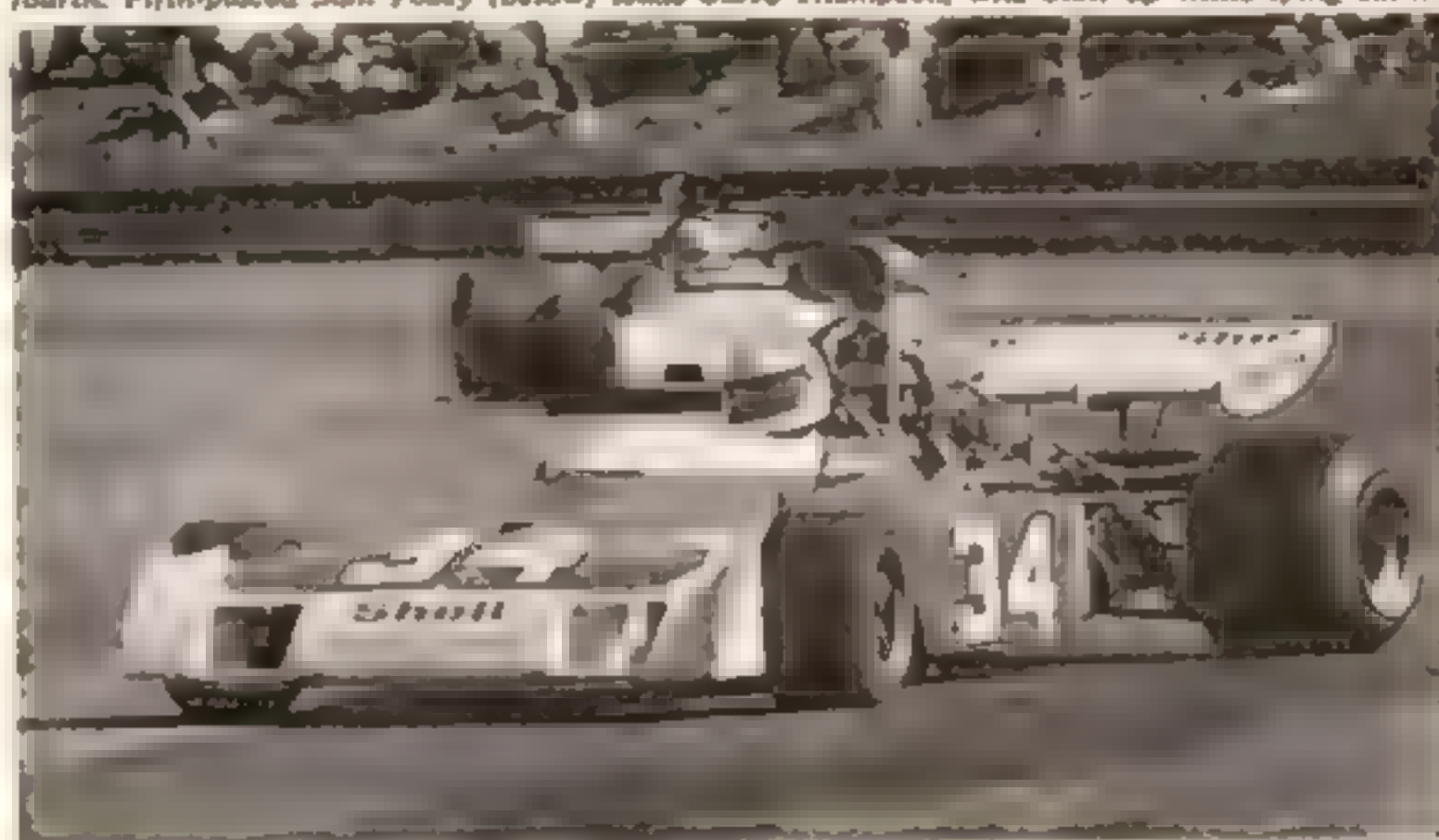
All the Tasman cars were allowed a 30 m untimed session late in the morning. This was not originally planned but seeing that most of the field had to do major overnight work it was good insurance for the promoters. Thompson came in grumbling about RES engines and a split radiator; Rollinson had the Duckhams McRae ratios changed; Bartlett borrowed a nose fin from the Target team as his was wrapped around a marker in the Esses with the rest being mainly happy.

The start was delayed 30 m when Warwick Brown annihilated his Lola in a lurid 130 mph crash when, it is thought, a suspension or steering component broke as he approached the tricky sweep at the end of the straight. Brown was lucky to escape but suffered multiple fractures to both legs and suspected spine damage. Neither he nor the car will see any more of this Tasman series; in fact, the car has probably run its last race. Once Brown had been transported from the circuit to hospital the cars lined up for the start.

Walker grabbed the initial lead from Matich and McRae, then McRae muffed a gearchange and was quickly consumed by the pack, being 10th as they swept under Dunlop bridge. It was not long before Matich had relieved Walker of the lead, and at laps end had a full 1 s advantage over Walker who led the closely packed bunch of Stewart's Lola, McCormack's Elfin, Bartlett, Posey, Cooper, McRae, Rollinson, Thompson who was already puffing smoke, then Takahara, Lawrence and Dexter Dunlop's McRae—all trailing somewhat. From this lap on the interest centred on the bunch of cars contesting second place as Matich was rapidly vanishing into the distance. Walker kept his cool and was able to hang on to his second place although



Johnnie Walker (above) was on the front row and grabbed an early lead, eventually finishing fourth. Fifth-placed Sam Posey (below) leads Steve Thompson, who blew up while lying sixth.



hounded by Stewart, McCormack and Bartlett with McRae finding Cooper a little difficult to pass. Posey had dropped back with the Rollinson McRae, Steve Thompson's flat sounding Servis Chevron and Campbell's steamy Lola T330. Lawrence's Surtees TS15 trailed these three with Dunlop and Takahara taking up permanent rear guard.

During these early laps McRae was hindered by an out of balance front wheel caused, it seems, by a tyre turning on its rim, but was relieved of the difficult task of passing Cooper who stuffed the nose of the Ansett Elfin yet again into a tyre marker making repairs necessary. By lap nine Walker and McCormack had pulled out a slight advantage over the Stewart and Bartlett Lolas with McRae now sitting in behind. McRae trailed the Lolas for two laps then swept under them through the big sweeper after the straight. McRae closed rapidly on McCormack and Walker bringing the two Lolas with him, now led by Bartlett's older T300.

McRae ducked in between McCormack and Walker, again through the sweeper, on lap 13 with McCormack responding by understeering the Elfin off at the esses, filling his radiator with grass clippings. Bartlett, avoiding McCormack, kicked a nose fin askew on a marker. Stewart dropped back a few yards for some clean air for the overheating Lola. At this stage Campbell retired with similar but more critical problems.

Matich had a 22 s lead by the time McRae disposed of Walker on lap 15. McRae proceeded to draw away although still losing time to the flying Matich. Rollinson struggled with

his overheating McRae until lap 17 when he decided to give it a rest, restarting on Matich's 34th lap, but soon to retire for good.

By half distance the field was very spread with the only action coming from Bartlett's all-handling Lola, this being caught once again by Stewart's T330 and McCormack's impressive drive back up through the field after his stop. Bartlett finally stopped to have his crumpled nose fin removed and a deflating rear tyre replaced. He returned losing five laps, again out of the money after an impressive drive. Another to suffer tyre trouble was Walker's Matich A50 and he lost his third place to Stewart on lap 37 as a result.

Posey and Thompson at this stage were running together in fifth and sixth places but Thompson started falling away into the grasp of McCormack's Ansett Elfin as his engine lost its rather rough edge. The Servis Chevron lasted another two laps before the engine haemorrhaged in a cloud of smoke. Matich took the last few laps easily, taking the flag just behind Sam Posey's fifth placed Surtees. McRae trailed the STP McRae GM1A 31.7 s behind Matich with Stewart a further 7.3 s behind. Walker and Posey the only others to complete the full distance. McCormack's Ansett Elfin finished one lap down in an excellent sixth.

CHESTERFIELD 100									
50 laps, 200 miles									
1. F. Matich	1 m 8.9 s	A50 Repco	58 m	19.9 s	10.25 msh	C. L. McRae	57.8 m	GM1A Chevy	5.3 s
2. M. Stewart	1 m 8.9 s	T330 Chev	30 m	4.4 s	Walker	3.5 s	A50 Repco	50.3 s	Posey
3. M. McCormack	1 m 8.9 s	Ansett Elfin	MR5 Repco	49.2 s	G. Lawrence	Surtees	1 m 13.6 s	Cosworth	47.9 s
4. D. Dunlop	1 m 15.1 s	BT36	47.9 s						

Fastest lap: Matich 8 m 8.5 s, 105.68 mph



Road test/John Bolster

Nowhere is the competition more severe than among the sporting coupés of rather under 2-litres capacity. I have driven a lot of them lately, ranging from those of the American-owned companies, with their modern bodies hiding old-fashioned chassis, to much more sophisticated offerings, such as the subject of the present test. The French, with the terrifying gusts of wind on their exposed autoroutes and the inferior surfaces of their less important highways, are obliged to concentrate on cars with outstanding stability and suspension. Though British roads seldom make such demands, it is useful to have these qualities in reserve.

The 17 TL: Renault's highly individual car in handling and looks

The Renault 15, 17 series are four-seater coupés for practical, everyday use. The 17s have their back windows on each side covered with *auvers*, a fashionable addition which may or may not appeal. The shape of the body, however, is purely functional and the highly individual treatment of the nose and tail profiles is dictated by the wind tunnel rather than the stylist. The rear seats are dropped to give adequate headroom under the falling roof which is made possible by the absence of rear-wheel drive. These seats give the usual Renault comfort but for a long journey one would advise them to passengers of fairly short stature, if possible.

Renault have abandoned rear-engined cars during the past few years—barring Alpines of course—and have gone over exclusively to front-wheel drive. This has caused some shedding of heart-wrung tears among the faithful, for the rear-engined models were greatly loved, but side winds on the new autoroutes have dictated the change. Among the many Renault models, there are now broadly two basic designs. The cars of semi-estate type, such as the 4, 5, 6, and 16, have the engine behind the front wheel centres and the gearbox ahead. The 12 saloon and the 15/17 coupé, on the other hand, carry their power units right forward and have trailing dead axles instead of the independent rear suspension of the others. As the engines are of light-alloy construction, these models are not excessively nose heavy and the gearbox is conveniently placed for a short and simple gearlever linkage.

The 17 TL, as tested, is the most potent version excluding the 5-speed fuel injection 17 TS. The 1565 cc engine develops 90 bhp at 5500 rpm, with the aid of a twin-choke Weber carburettor and a camshaft that has a fair amount of overlap. The power output and weight are typical of coupés of this size, but the slippery shape is advantageous for a high maximum speed. The machine goes on and on accelerating, unlike the more laborious progress of some less efficiently profiled rivals towards their utmost speed, and the near maximum of 109 mph is high for this class of car. My best one-way run was timed



The slippery shape is advantageous for a high maximum speed

at 112.5 mph with the speedometer past the 120 mph mark. The high gear ratio prevents over-revving in top.

Unlike most Renaults, the 17 TL lacks punch at the bottom end and is not a lively car when driven slowly in top gear. However, the gear change is quick and accurate, though it feels a bit dead for the first few minutes. In fact, it is quite right in action and absolutely positive. The transmission is silent on all gears and there is no sign of backlash.

It is probable that the 17 TL is quieter at relatively high cruising speeds than any of its rivals. The level of wind noise is low and tyre roar is only heard on the sandpaper surfaces of some of the new motorways.

However, when I first collected the car the steering was excessively heavy with noticeable front-drive torque effects. I found that the tyre pressures were several pounds below standard and I took the opportunity to raise them to the optional high-speed setting.

These harder tyres transformed the steering, albeit at the expense of a little more bump-thump over joints in the road. One forgot this, however, because the cornering power became exceptional, especially on unrecable curves taken at speeds close to the car's maximum. The steering was now quite light to handle with fairly strong self-centering action. The brakes are powerful and stand up well to repeated use, though some times they make a harsh sound at low speeds.

The engine is not an instant starter when really cold though it soon pulls effectively, warming up rapidly. This allows the heater to start working remarkably quickly, which is appreciated on a cold morning. The cloth seats are very comfortable and look expensive but the instruments have fallen victim to a French style at which has by no means enhanced their legibility. Ventilation is very effective, the cool breathing air from a long inlet above the centre of the control

The luggage boot gives useful space and the sloping rear panel lifts for access



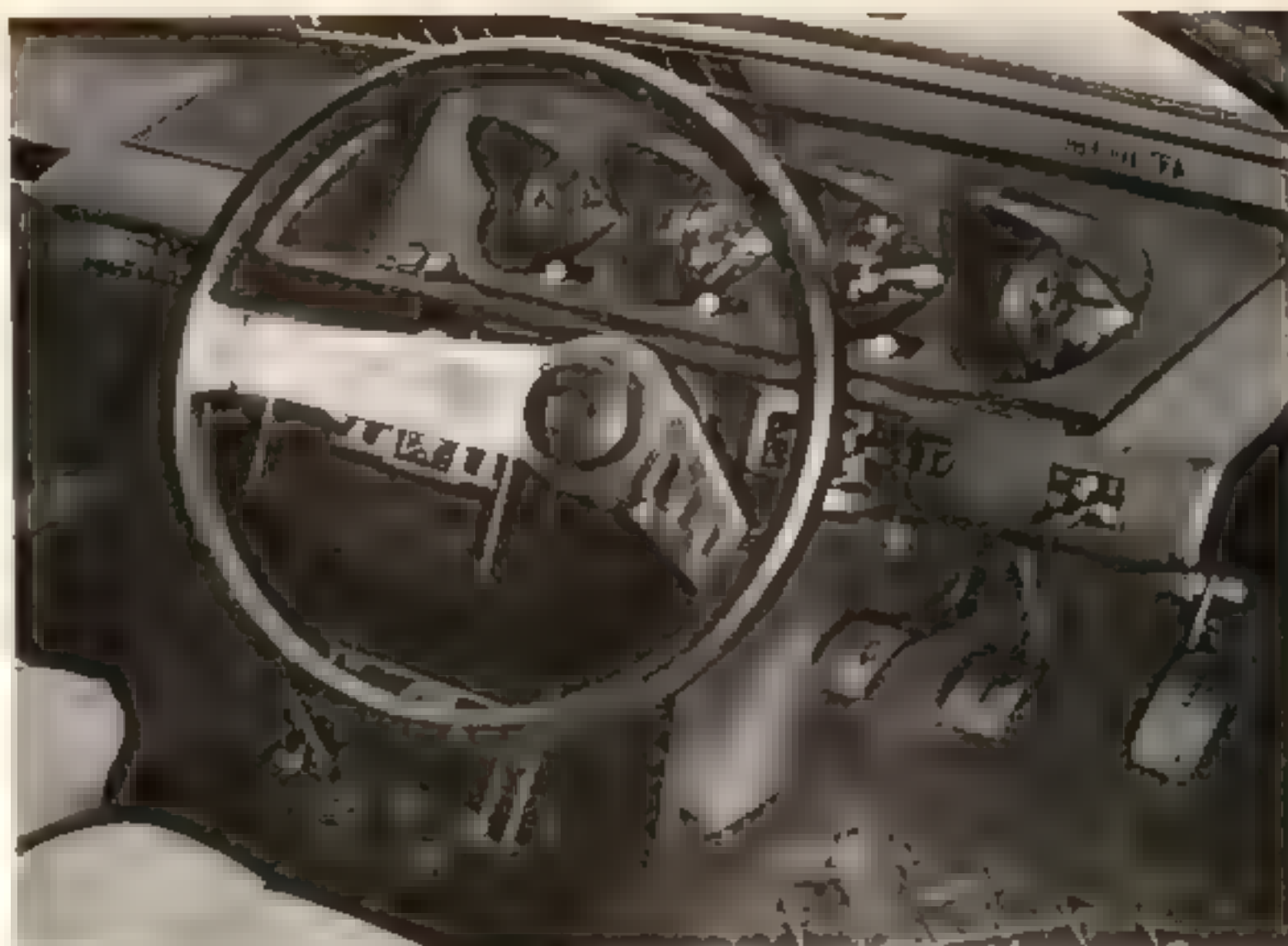
panel being ample and readily controllable. The four headlights give brilliant illumination and the cut off when dipped is not too abrupt. The driving position is comfortable except, perhaps for unusually tall drivers.

At cruising speeds in the region of 100 mph, the 17 TL is both quieter and more economical of fuel than one might expect. It rolls less than other Renaults on corners, having anti-roll bars at both ends and a lower centre of gravity. The suspension does not feel particularly soft but the ride is flat and bumps are soaked up most satisfactorily. The luggage boot gives useful space and the sloping rear panel lifts, complete with window for access. An ingenious shelf normally conceals the luggage but can be removed for the carriage of tall objects. In addition to the door windows, which were electrically operated on the test car, the smaller windows behind them wind down manually. The louvres over the triangular rear windows do not impede their use and the all-round view is very good.

The Renault 17 TL will give a satisfactory account of itself in England and its exceptional suspension and stability will be valued by those who motor abroad. Not at all noisy at quite high cruising speeds, it has lively acceleration when the gears are used intelligently, as the graph shows. If a few Renault addicts miss the usual hefty torque at almost zero revs, which has for so long been typical of the marque, they will love the surge of power from 3000 to well over 6000 rpm. This is a highly individual car, both in the way it handles and the way it looks, which will appeal to those who are getting a little bored because modern automobiles tend to resemble each other so closely.

SPECIFICATION AND PERFORMANCE DATA

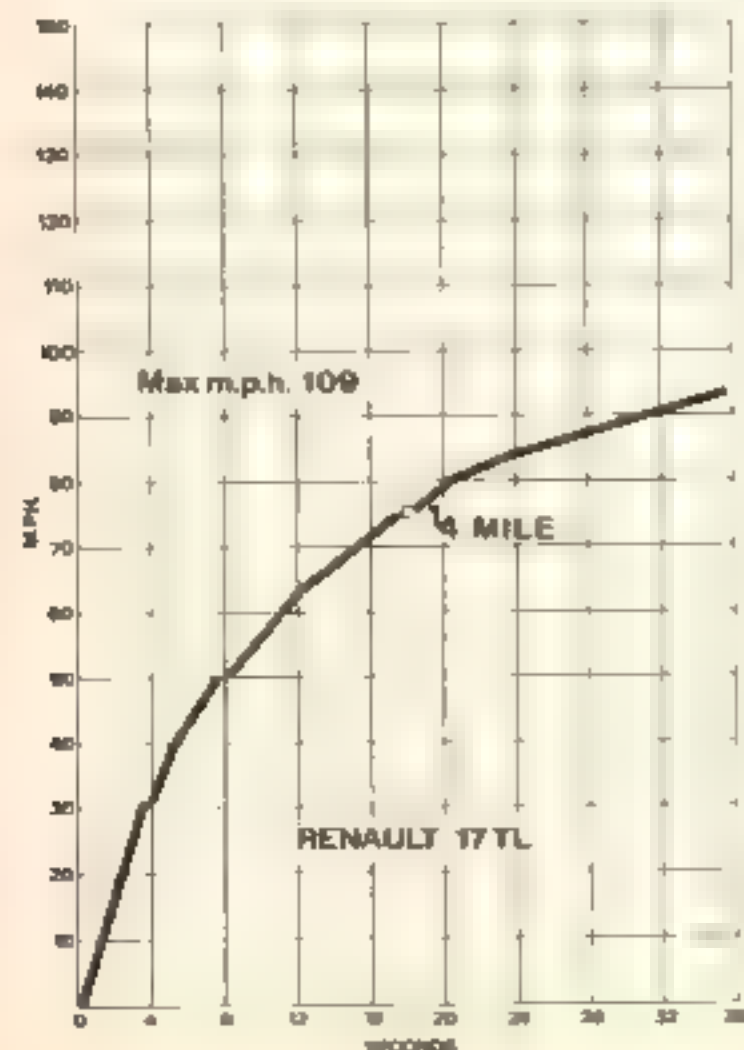
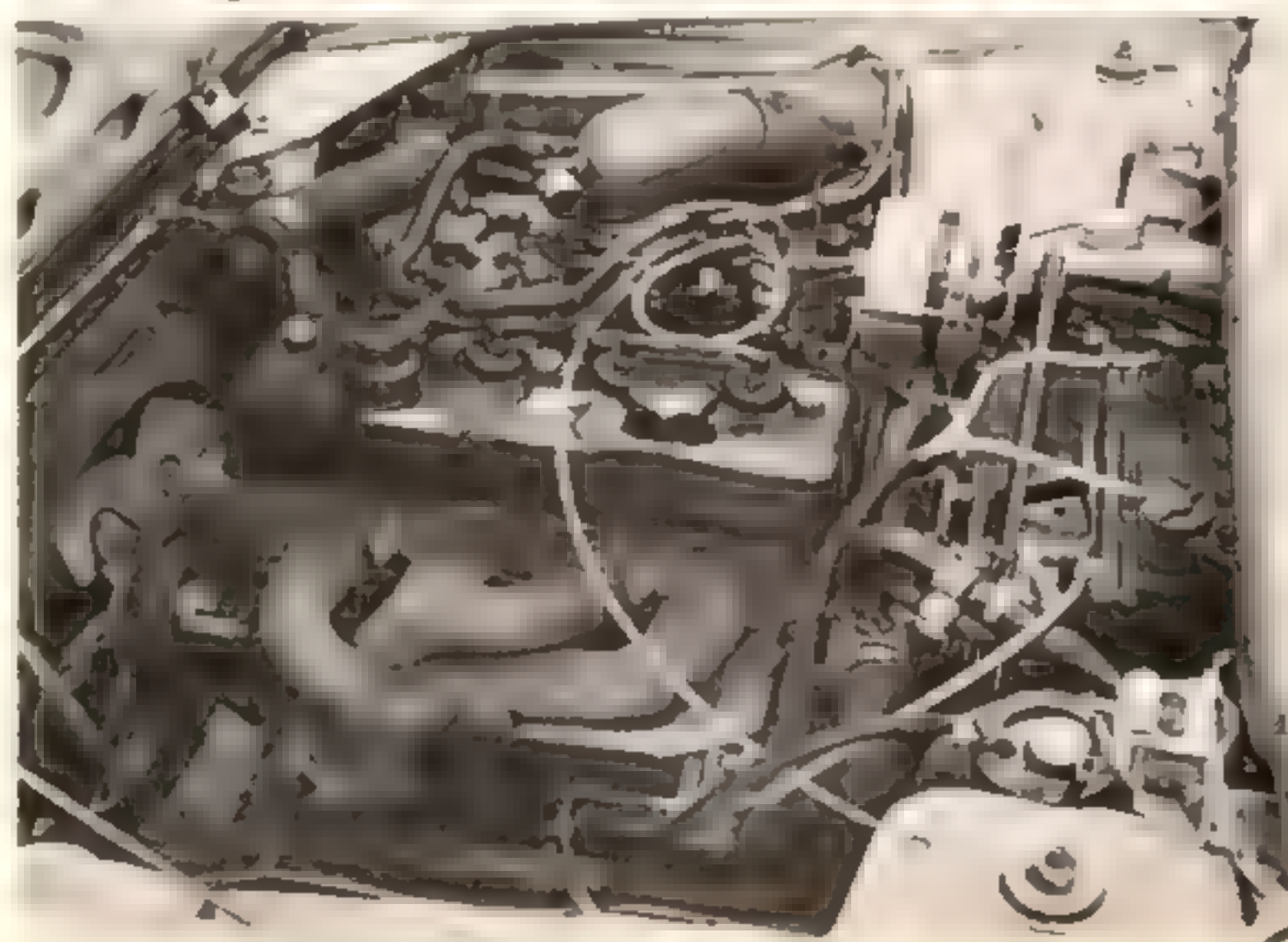
Car tested: Renault 17 TL, 4-door 4-seater coupe, price £1647.45. Extras on test car: crash worth story £18.40, electric windows £41.45, 2 including tax.
 Engine: Four cylinder 1711 cc, 1565 cc, 1565 cc. Compression ratio 9.25 to 1. 14 bhp (net) at 5500 rpm. Push rod operated overhead valves. Weber twin-choke downdraught carburettor.
 Transmission: Single dry plate clutch, 4-speed, all-synchronous gearbox with central remote control, ratios 1.05, 1.48, 2.16 and 3.51 to 1. 14sp. 4-8-5 drive ratio 3.55 to 1. Constant velocity driveshafts to front hubs.
 Chassis: Combined steel body and chassis independent front suspension by wishbones and coil springs. Rear end on steering. Dead rear axle on trailing arms, centre A member and coil spring. Anti-roll bars and telescopic dampers at both ends. Servo assisted disc front and drum rear brakes. Bolt-on disc wheels fitted 155/13 radial ply tyres.
 Equipment: 12 volt lighting and starting. Speedometer. Rev counter. Fuel and water temperature gauges. Volt meter. Clock. Heating, demisting and vent in system with electrically heated rear window. 2 speed wiper, washers and washers. Flashing direction indicators. Gear oiler. Reversing lights.
 Dimensions: Wheelbase 8 ft. Track front 4 ft 5 in. Rear 4 ft 4 in. Overall length 13 ft 11 in. Width 5 ft 4 in. Weight 1 ton.
 Performance: Maximum speed 109 mph. Speeds in gear: Third 75 mph. Second 50 mph. First 31 mph. Standing quarter mile 18.1. Acceleration: 0-30 mph 9.4 s. 0-50 mph 7.6 s. 0-60 mph 11.4 s. 0-80 mph 20.5 s. 0-90 mph 31.2 s.
 Fuel consumption: 14 to 30 mpg.



The instruments have fallen victim to a French stylist, not enhancing legibility. The cornering power was exceptional, especially curves taken at close to the car's maximum.



The 1565 cc engine develops 90 bhp at 5500 rpm and has a twin-choke Weber.



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CLUB NEWS



DRAG NEWS

New big drag date at Silverstone — exciting new Championship

Drag racing in Britain goes from strength to strength. The National Drag Racing Club have announced preliminary details of their six meeting Championship series for 1973. The highlight of the series will be a national drag event at Silverstone. The go-ahead Silverstone Circuits organisation are holding their first ever full drag race meeting on Sunday, June 24. The meeting is preceded by the Daily Express air display on Saturday, June 23, which will also feature demonstrations by a top fuel dragster.

The traditional NDRC London venue, Blackbushe, will stage two meetings on August 19 and the Championship final on September 30.

EASTBOURNE AUTOTEST

Usual form

The 1973 Castrol/BT&RDA Autotest Championship got under way last Sunday when Eastbourne & District MC staged their first championship event in the series, using one of the coach parks on the Sussex seaside resort's large front as the venue.

Starting off where he finished last year the eight test event was won by last year's champion Trevor Smith. Using the same car as last year, his faithful Sprite, he had a total time of 336.6 s. to finish just over 5 s ahead of the Eastern Counties driver Don Harris, who just managed to keep his Midget in front of Denis Beare (Sprite) who came with a late burst to finish under 1 s behind. Biggest class—there were 20 starters—was Class 1 and here John Larkin's Cooper S took the honours with a total of 351.6 s, holding off Roy Alcock in his Cannon by just over 2 s, the latter of course having a 5 per cent handicap with his Special. Brian Potter suffered a disappointment here when he lost reverse after only two tests and

retired his Cooper. With Smith clearing off smartly in Class 2 from the start Harris and Beare engaged in the battle of the day. Harris led by a second after two tests, increased this to a handsome 4.6 s after six tests but then Beare turned on the pressure and very nearly caught up on the last couple.

Best of the 10 in Class 3 was Malcolm Clark with his 998 Cooper who collected the class with a total of 413. Dave Tearle (Mini) had to be content with second place some 6 s behind after he had committed the dreadful sin of an incorrect performance on the first test. Class 4 winner Terry Mears did wonders with a Countryman for a total of 393.2 s to finish over a minute ahead of the next in class. Only two saloons contested Class 5 which went to the Escort of Paul Beeson on 493.6 s while Peter Noad showed the winter had produced no rust when he powered his way to an easy win with the VW in the last class in 386.4 s, leading a class of 12 by 24 s. Most notable absentee among 58 competitors was last year's runner-up George Holland. He was taken ill a week before the event.

Overall T. Smith (Sprite), 336.6 s. Class winners:

J. Larkin (Cooper S), 351.6 s. D. Harris (Midget), 341.8 s. M. Clark (Cooper), 413.2 s. T. Mears (Countryman), 393.2 s. P. Beeson (Escort), 493.6 s. P. Noad (VW), 386.4 s.

In his Imp on eight marks.

In the FEFWD class Graham Lindley (Mini) and John de Lacey Taylor (Morris 1300) had a spirited duel, the former getting home by a mere three marks, losing 59 marks. Taylor found life tough on more than one occasion in sections with tight turns. Three marks was again the margin between first and second in the conventional saloons class. Winner here was John Simmons-Hodge with his Ford Popular on 17 marks, with Mac Hazlewood (Mexico), having to be content with second spot.

Hayward was always a clear leader in the sports car class in front of the Singer Le Mans of P. Kempson and Ian Blackburn, who finished only a mark apart. The real struggle of the event was in the car engine

CASTROL QUIZ

New clubs emerge in final stages

With most regions now approaching the concluding stages in the Castrol Motor Club Quiz several new clubs have emerged to challenge for top honours.

Perhaps the most notable of those to have reached a final is the small Tyler's Green club from the Amersham area in Bucks who will take on the might of Falcon for the Central Southern area. They got the final by a mere 20 pts in their battle with Silver Wing (BEA), but the closest finish so far this year was up in the North Eastern region where Northumbrian scraped into the final for the second year on the trot by only five points over Northallerton. They will play Stockton who did not compete last year.

Down in the South West region West Hants and Dorset have gone one better than last year and their opponents in the final will be Camel Vale, who last year were knocked out in the national semi-finals by Falcon.

Liverpool v Longton

Up in Scotland Aberdeen and District will take on the region's top scorers to date, 750 MC (Scotland), who notched up 795 pts in their first round. Moving south Liverpool have steamrollered their way into the semi-finals where Longton and District will be out to put a stop to the Merseysiders' progress while across in Yorkshire the BARC (Yorkshire Centre) at 11 lead the field of top scorers with a 1,225 pts total from a first-round game. Matlock and District are the only team through to the semi-finals here.

The North West Midlands semi-finalists are Shenstone and District who take on Rolls-Royce (Salop) and Dudley and District who await either Bala and District or the British Motor Racing Marshalla lads from the Cheshire area.

BRSCC surprise

In the Central Region BRSCC (Midlands Centre) clash with MG (Midlands) in the first semi-final while Halesowen await either 60 and Worcester or Cheltenham. BRSCC scored the upset of the quiz when they knocked out last year's champions Birmingham University. The students of Cambridge University are going great guns in the Eastern region reaching the semi-finals with an 850 pts total in their first round.

Down in South Wales Swansea MC are the only club through to the last four and Bristol Aeroplane Co MC, forgetting the problems of Concorde, still lead the high scoring table with 840 pts. Both London and the South East regions are in the throes of third-round ties and Craven, with a 755 pts first-round win, lead the score chart.

Both the semi-finals and the final of the Scottish region of the Castrol Motor Club Quiz are being held this Saturday. The venue is the Boulevard Hotel, Great Western Road, Clydebank, Glasgow, and the very full evening will start at 7 pm.

VALENTINE TRIAL

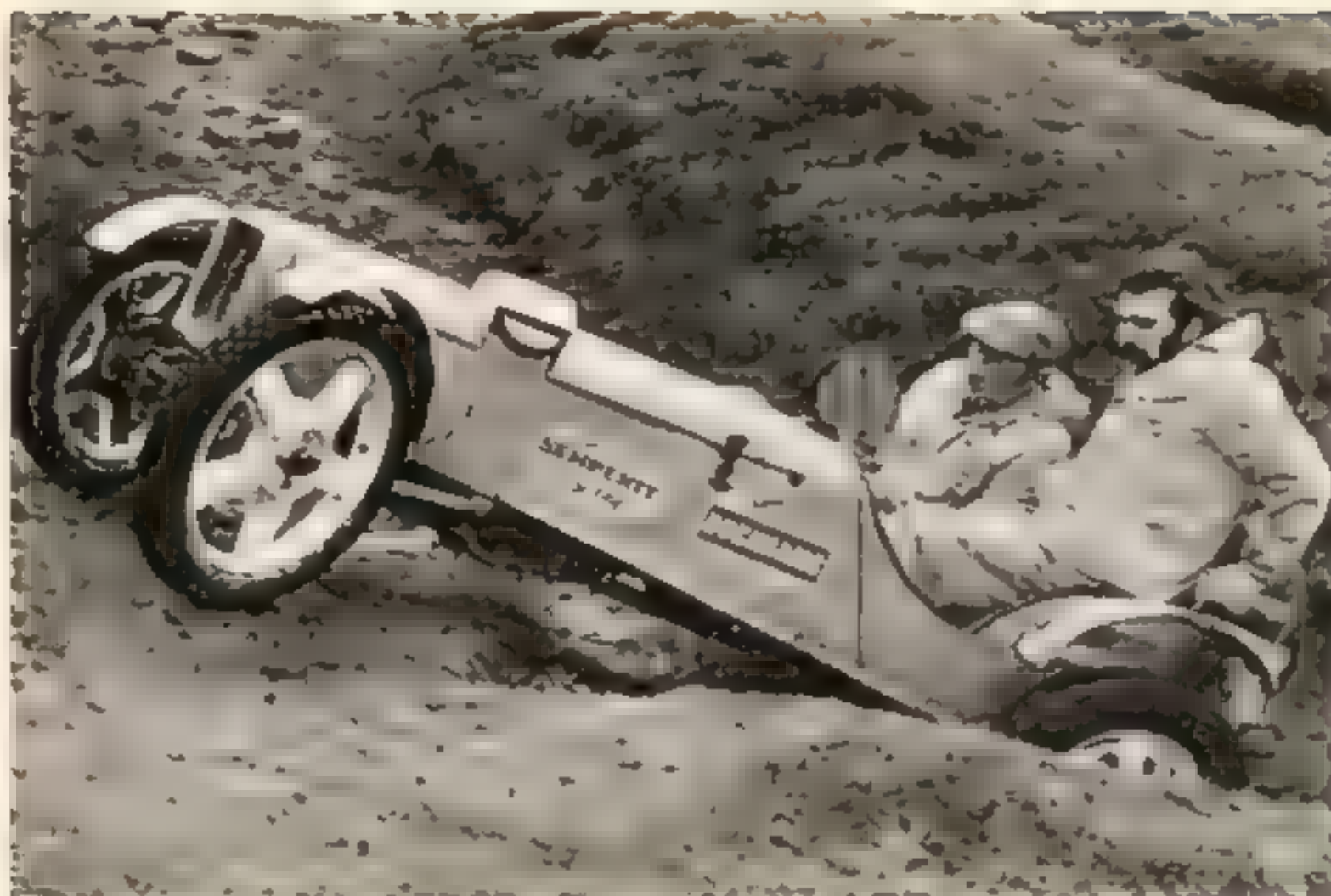
Moffatt defeated by a Dellow

It is a long time since a Dellow featured high in the placings in a production trial, but that situation was put to rights at Pirbright in Surrey last Sunday when the Farnborough & DMC's Valentine Trial went to Mark Hayward with the loss of 10 marks on the 24 sections arranged on part of the Army's tank testing land. Second round in the BT&RDA and RAC championships, the event attracted 51 entries of whom Bill Moffatt was second

class where, after two rounds, Moffatt, Don Hobbs (Imp) and Mike Hinde (Clan Crusader), were all clean.

Not wishing to have the event won by someone with a clean sheet the organisers made some subtle alterations on several of the sections and this well and truly sorted things out. Moffatt was the first to lose his clean sheet but Hobbs and Hinde were still clean until three hills from the end when Hobbs had the trial taken away from him when the differential broke on his Imp. This left Hinde to take the event seemingly but with a six and an eight on the last pair he dropped to third in class being pipped by one mark by the 1500S VW of Doug Luery.

Overall M. Hayward (Dellow), 10 marks lost. Class winners: G. Lindley (Mini), 59; J. Simmons-Hodge (Ford Popular), 59; P. Kempson (Singer Le Mans), 28; W. Moffatt (H. Imp), 8.



Walsingham Trial winner Gordon Jackson takes his Ilex to another class.

WALSINGHAM TRIAL

Gordon Jackson claims lead to Duckhams series

The 750 Car Club held the famous Walsingham Trial on Sunday in the wilds of Kent, at Hucking. A good entry of 36 trials machines graced this Duckhams round, which saw Gordon Jackson take the overall lead in the series.

The 750 Club are well known for their special formulas, so with the 750 and 950 classes, the machinery showed much ingenious thought. The largest class for national formula, contained the leading challengers of the south, with west country farmer Geoff Langdon leaving his turnips, to add flavour to the gathering.

Jackson — early lead

After the usual chatter, and inspection of the mounts, the colourful assemble took to the hills, making their way to different sections to cut the luck of the draw. Soon the wooded courting grounds of Hucking were echoing the unusual roar of hot engines. The sound of Gordon Jackson's Ilex heralded a man in a hurry as his Semperit tyres churned out a successful path, and after the first round of eight hills he was in the lead with 16. The quieter mount of John Benson had a two-point hold over Peter Highwood. The 750 bunch were headed by Colin Sansom, whose competitors included the very illustrious father and son act of the Burrill family, whose high riding lump has little chance of success but is great entertainment to them and every one around.

950 class battle

Although the 950 class had only four runners, the scores were so close that their ding-dong battle was well worth watching. The first round results were no surprise with Gordon Jackson leading the lively bunch, hounded by the softer peddling John Benson, just one point away on 17. Two marks adrift were the apple picking pair of Mr. and Mrs. Peter Highwood.

Soon, the second round was under way and due to the drying course the scores generally improved, with certain exceptions. Most helpful was the removal of one marker that caught the late runners as the mounts slid sideways. A super round by John Benson of seven put him into the lead, just one point ahead of Gordon Jackson. Another nine score by Peter Highwood kept him in third place. Colin Sansom was still king of the 750 tribe, while the 950 bunch continued in close formation.

A late lunch and with the evening mist rising, the third and final round was assailed. The officials had reversed a number of hills which was a good idea, but caused some early customers some extra marks. Gordon Jackson stole the show and victory was his, with John Benson falling away, taking 18 more than Jacko for the round. Peter Highwood held his place, and farmer Geoff Langdon was next in line. The 750 outcome was a seven-point win for Colin Sansom, the 950 class remaining close with the honours going to Bill Hicks, eight ahead of Brunning. John Peckham and his team mate Mike Sinton followed on in support of the new formula.

COLIN TAYLOR

1 G. Jackson (Ilex) 35, 2 J. J. Benson (Jabford) 28, 3 P. Highwood (Ilex) 21, 4 G. Langdon (Cannon) 18, 5 C. Taylor (Cannon) 12, 6 C. Walker (Cannon) 10, 750 Class 1 C. Sansom (Egmont) 16, 2 P. Reynolds (Ilex) 15, 3 W. M. Smith (Ilex) 14, 4 W. Brunning (Ilex) 13, 950 Class 1 W. M. Smith (Ilex) 16, 2 W. Brunning (Ilex) 15, 3 J. J. Peckham (Ilex) 14, 4 M. Sinton (Ilex) 13.

Long Marston date announced

As a conclusion to Motostage's rallycross series at Cadwell Park, the organisation, with the support of Castrol, are holding a rallypoint at Long Marston on Sunday, March 25. Apart from the usual events for rallycross cars, there will be a separate Group 1 race and a new "special stage" type event, in which genuine rally cars will be individually started as on a special stage. Regular Motostage competitors will automatically receive invitations and other interested entrants can apply for regulations to Motostage, 48 Earls Court Road, London W8 5EJ. Although this event will not be televised, other rallypoints at Long Marston during the summer will be **announced**.

Handley Cup to Alf Williams

Deciding to compete under the Owen Motoring Club banner instead of flying the colours of his parent club, Dudley and District, Alf Williams took his 1275 GT to outright victory in the Castle Bromwich production trial last Sunday. Using some of the ground which will be used next month for the national Shenstone event, Toboggan Field, Weeford, Williams motored round the 40 sections with the loss of 48 marks to record the lowest total of the day and win the event on index. He collects the Handley Cup.

Second lowest score was achieved by Austen Rumney of Dudley, last year's winner, who lost 54 marks with his 1275 GT, but second overall on index was almost certainly Brian Betteridge who collected the rear-engined class with the loss of 63 marks. Betteridge, making his debut in a new VW, helped Owen to take the team award along with Williams and Phil Shaw who had an easy win with his Mexico in the combined conventional and sports car class.

Andrew Snell took the British Hub Cup for the best performance by a Castle Bromwich member. He did extremely well to lose only 65 marks in his Imp and he was a constant threat to Betteridge throughout.

Handley Cup: A. Williams (1275 GT) 48 marks. Class winners: A. Rumney (1275 GT) 54, P. Shaw (Ilex) 58, B. Betteridge (VW) 63. Team Owen: Williams, Shaw, Snell 100.



MOTORING
CLUBMAN

TIM
DODWELL

Twenty-eight-year-old Tim Dodwell has been seen regularly around most circuits last year contesting both the Britax and Castrol Group 1 championships in his grey Mini Cooper, which, incidentally he drives to the circuit himself.

A computer programmer from Sutton in Surrey, Tim bought the car brand new way back in 1966, and entered it in hillclimbs and sprints from 1967 onwards. His first major success came three years later when he won his class in the 1970 ACSMC sprint/hillclimb championship.

Out of 17 races last year he won his class five times and put up fastest lap on six occasions, enjoying his racing at Mallory Park the most. At the Boxing Day Group 1 race he was doing with Ivan Dutton's Escort Sport, equalising the Ford's fastest lap, before going off at Clearways bending a wheel and the steering. "I drove like a maniac that day," he says, but he still drove the car home afterwards.

After doing 110 events with the Cooper, it is now ineligible for Group 1, and so Tim acquired a Triumph TR6 with a view of doing the newly instigated Group 3 championship, but he comprehensively shunted it on the road three weeks after it came into his possession. He might now turn to another marque for Group 3. Quite a bit of his spare time is also taken up with the Surrey Sporting MC, of which he is secretary. His latest exploits, at Brands on Sunday, are recalled on page 23.

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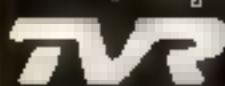
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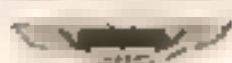
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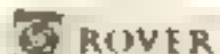
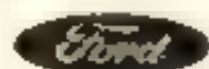
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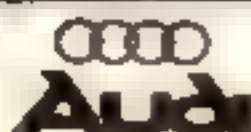


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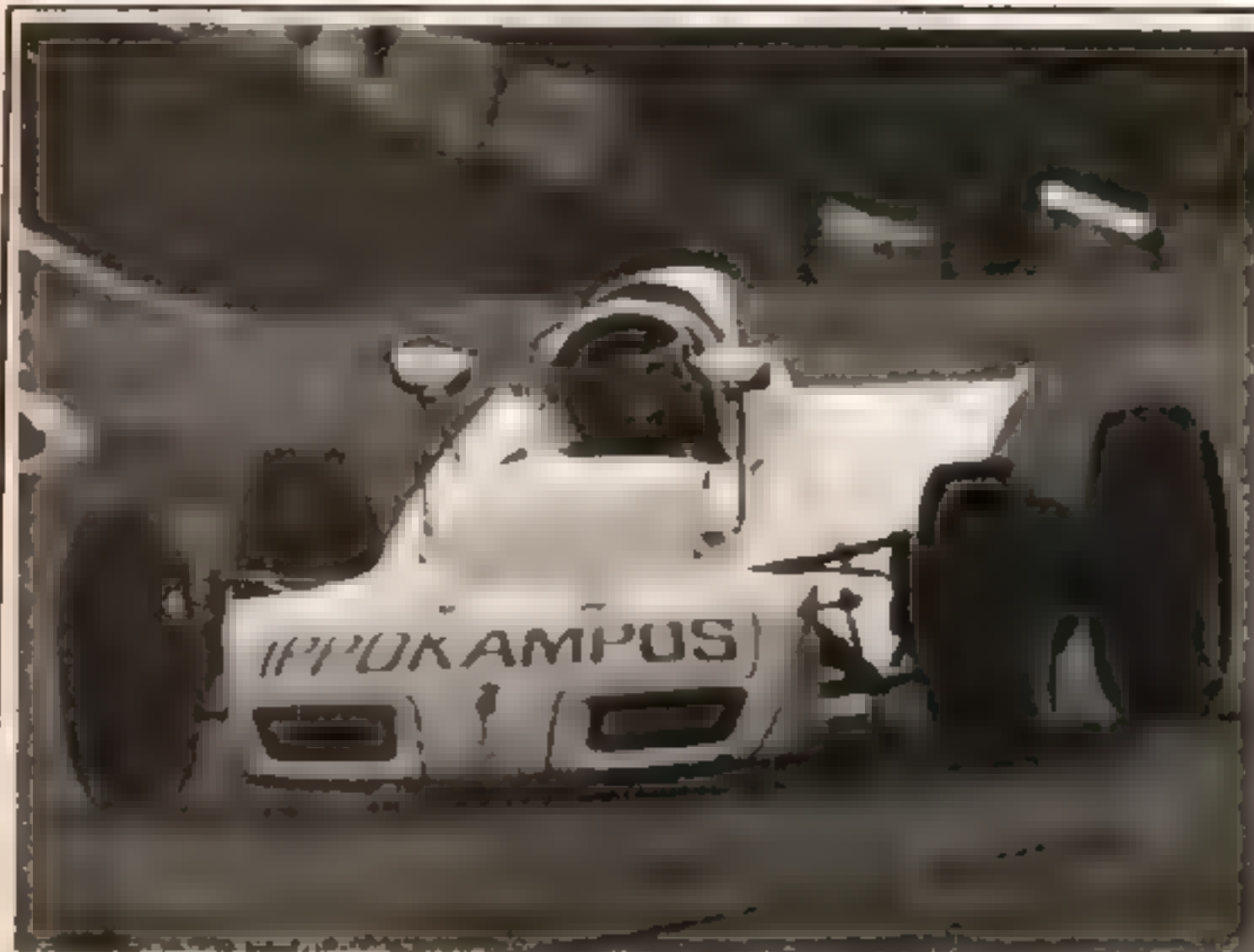
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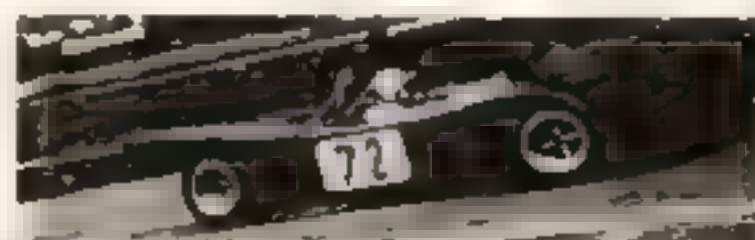
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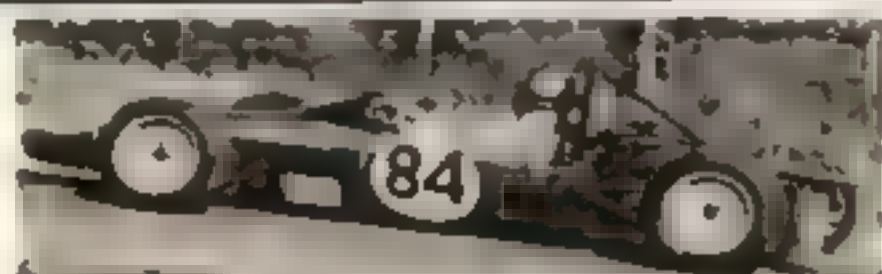
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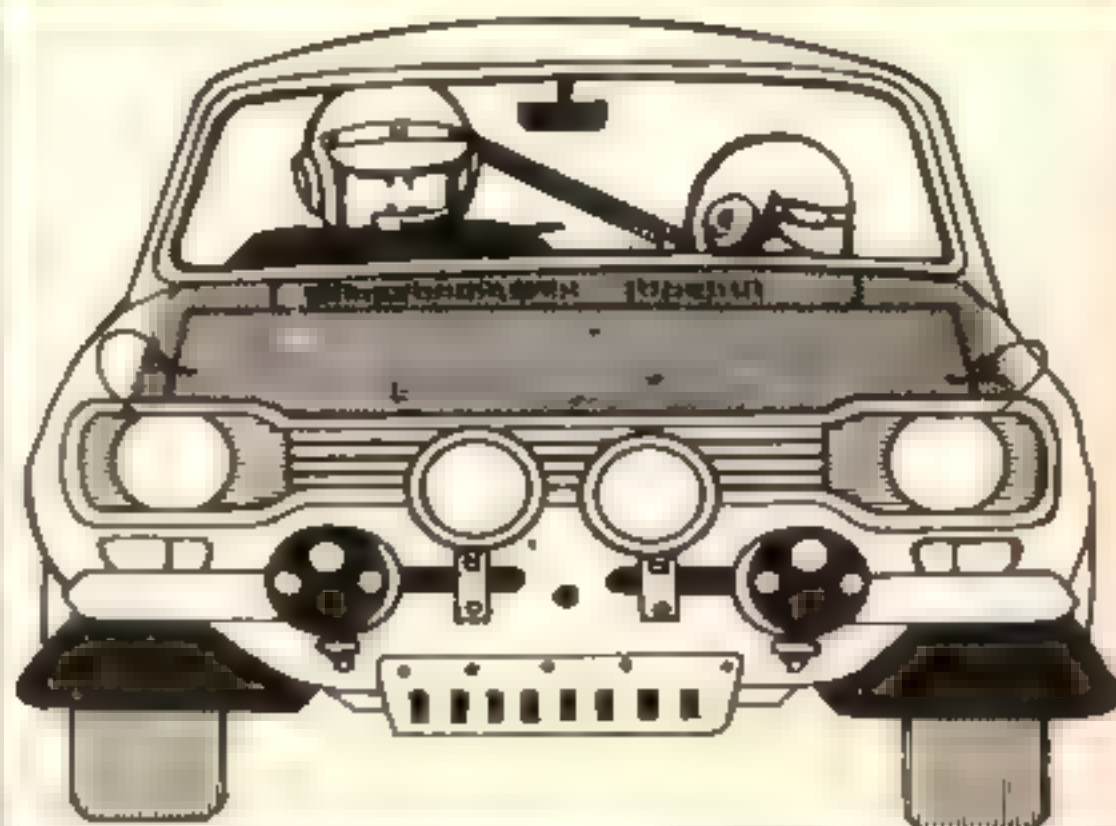
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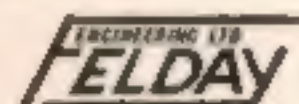
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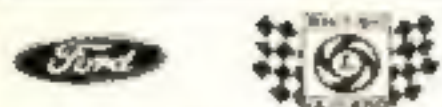
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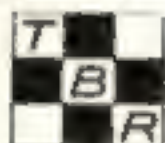
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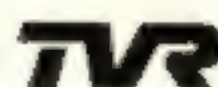
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